METROPOLITAN
TRANSPORTATION
COMMISSION

Commissioner James Spering

Joseph P. Bort MetroCenter
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BAY BRIDGE DESIGN TASK FORCE
Monday, June 22, 1998
1 p.m.
Joseph P. Bort MetroCenter Auditorium
101 Eighth Street
Oakland, California 94607

Chairperson: Mary King
Members: Sharon Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa
Staff Liaison: Steve Heminger

FINAL AGENDA

1. Welcome and introductions - Mary King, Chairperson

2. Bridge design and amenity recommendations - Steve Heminger, MTC*
   a. Cable-supported long span
   b. Bicycle/pedestrian path
   c. Transbay Transit Terminal
   d. Other bridge design issues

3. Other business/public comment

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* Attachment will be sent to members, key staff, and others as appropriate. Copies available at meeting.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.
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Parking at MTC: Metered parking is available on the street. No public parking is provided.

PRESS

Bay Bridge Design Task Force

June 22, 1998 - 1:00 p.m.

NAME	REPRESENTING
1. Maria La Ganga	LA Times
2. ChenTung Hsue	American Consultant (State Key Lab. of Structural Eng'g PRC)
3. Joyce Chen	Sing Tao Daily
4. Sam Diaz	San Jose Mercury News
5. Gregory L. Fenves	Univ. Calif., Berkeley
6. Alex Barnum	SF Chronicle
7. Monica Xu	World Journal
8. Matt Kaminski	Bay City News
9. Eric Brazil	Examiner
10. R. Greg Edmonds	KGO Radio 415-954-8142
Rita Williams	KTVU-TV

Section/LPA/SFOBBsign-in

Page ____

Bay Bridge Design Task Force

June 22, 1998 - 1:00 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. A. Astaneh	Faculty of UC Berkeley	781 DAVIS UC Berkeley CA 94720
2. DAVE HOLMAN	CA. CEMENT PROMOTION COUNCIL	263 W. EL PINTADO RD DANVILLE CA 94526
3. Norman Rolfe	S.F. Tomorrow	2233 Larkin St #4 SF 94109
4. M Hawley	AC Transit	1600 Franklin Oakland 94612
5. STEVE LOWE	WOCA.	424 24th St 94607
6. JOYCE ROY	League of Women Voters of BA	250 Mathew Oakland 94611
7. Becka Wilson	self	506 Scenic Ave Piedmont CA 94611
8. EPHRAIM G. HIRSCH	EDAP / BCDC DRB / self	Pier 1½ The Embarcadero San Francisco 94111
9. Jim CHAPPELL	SPUR / Bay Bridge Coalition	312 Sutter 94108 SF.
10. SOL STRAND	People on the Bus	555 Pierce Albany
11 Marge Harburg	Self (Sierra Club member)	136 WINFIELD ST

Bay Bridge Design Task Force

June 22, 1998 - 1:00 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Jeremy Bower	Self	827 Milvia #3 Berk.
2. JOAN ROSS	SELF +	10 [illegible] SAN FRANCISCO
3. GERALD SMITH	ASSEMBLYMAN DON PERATA	299 3rd ST # 100 94607
4. Jason Meggs	Bike the Bridge! Coalition http://xinet.com/bike	510/273-9288
5. George Lythcott	Oakland's Land Marks Board	6650 MOORE DR OAKLAND 9461
6. BOB PIPER	SIERRA CLUB	
7. MICHAEL KATZ	BBPAC	(ON MAILING LIST)
8. Steven Jackson	Bike The Bridge! Coalition	2124 Bonar St, Berkeley
9. Rick Wiedenhorn	Port of Oakland	530 Water St., Oak. 94607
10. Paul Gullenkian	PSI	430 Turk, SF 94102

Bay Bridge Design Task Force

June 22, 1998 - 1:00 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Richard MLYNARIK	TRANSBAY ALLIANCE	436 ALVARADO ST SF 94114
2. CLARK MANNS	SF TRANSBAY CAC	221 MAIN SUITE 940 S.F CA 94105
3. PERRY A. HAVILAND, FAIA	AIA · EB	27 EMERYCOVE CREEK COVE OAKLAND, CA 94606
4. RALPH GARRETT GRAY AIA ASCE	Bay Bridge Coalition	1001 Merced St Berkeley CA 94707
5.		
6.		
7.		
8.		
9.		
10.		

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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Memorandum

TO: Bay Bridge Design Task Force DATE: June 17, 1998

FR: Executive Director

RE: Staff Recommendations on Bay Bridge Design and Amenities

Summary of Recommendations

Pursuant to Senate Bill 60 (Kopp), signed into law by Governor Wilson in August 1997, this memorandum presents MTC staff recommendations on the design and amenities of the new eastern span of the San Francisco-Oakland Bay Bridge and the associated extension of the $1 seismic retrofit toll surcharge in effect on the region's state-owned toll bridges. Our five recommendations -- and the requisite toll surcharge extension to pay for those with incremental cost above the baseline bridge defined in statute -- are summarized below:

1. The new eastern span should have a single-tower self-anchored steel suspension long span at Yerba Buena Island with a variable depth concrete causeway connecting the long span to the Oakland shore.

   Incremental cost: $91 million
   Toll surcharge extension: 9.5 months

2. The new eastern span should have a single bicycle/pedestrian path 15.5 feet wide and 1 foot above deck level on the south side of the eastbound deck.

   Incremental cost: $50 million
   Toll surcharge extension: 5.2 months

3. A decision on relocating or replacing the Transbay Transit Terminal should be deferred until such time as sufficient consensus has been achieved in support of relocation or replacement of the current facility and a complete financial plan has been developed for the supported option.

4. The pile caps for the piers supporting the causeway section of the new bridge should be placed above water, but with careful attention to the design.

5. The Bay Bridge Design Task Force should provide continuing design oversight of the remaining design phase for the new eastern span including, but not limited to, the following key issues: the Yerba Buena Island transition and possible replacement ramps, the design of the causeway section of the bridge, and the Oakland touchdown.

Thus, the total incremental cost associated with our bridge design and amenity recommendations is $141 million, which would require a 14.7 month extension of the toll surcharge. Since SB 60 authorizes the Bay Area Toll Authority (BATA) to extend the surcharge up to 24 months, the staff recommendations would leave a balance of 9.3 months ($89 million) in reserve for the Transbay Terminal project subject to later action by the authority.

As acknowledged in our last memo to the Task Force on June 4, the cost of the baseline bridge is now expected to be higher than when SB 60 was passed. For example, Caltrans has included additional costs in its estimate to respond to new information regarding earthquake ground motions, and is continuing to refine its estimate of the cost of other bridge elements. Caltrans also has included contingency amounts in its cost estimates prepared to date. Under the law, any actual cost increases not covered by these contingency amounts must be reported by Caltrans to the Legislature for additional funding authorization. The $89 million in reserve for future BATA action on the Transbay Terminal is not intended to be available to cover increases in the underlying cost of the new eastern span.

Bridge Design Selection

After a 30% design competition among four cable-stayed and suspension alternatives and intensive deliberations over the seismic performance, architectural excellence, and cost of the four alternatives, the Engineering and Design Advisory Panel (EDAP) has recommended a single-tower self-anchored steel suspension long span for the new bridge. We recommend that BATA support the result of the extensive engineering and design review process it established by endorsing EDAP's major design recommendation. The panel concluded that the suspended long span is the best design for the following reasons:

- The single-tower and self-anchored features of the suspended long span represent important advances in bridge and seismic design;
- The suspension span will involve less long-term maintenance cost than the cable-stayed alternative;
- It features an asymmetrical design that is not only visually appealing but allows for a superior tower foundation and wider shipping channel; and
- The recommended design links the new eastern span to the Bay Area's rich tradition of suspension bridges.

EDAP also recommended that the causeway section of the new bridge have a minimum span length (distance between piers) of 525 feet except near the Yerba Buena Island transition and the Oakland touchdown, in order to reduce the number of supporting piers. To accomplish these longer causeway spans, EDAP recommended that Caltrans design and bid two alternatives for the causeway section of the new bridge: a variable depth (arch-like profile) concrete deck and a constant depth (level profile) steel deck. The winning low bid would determine the construction materials to be used.

Caltrans staff informs us, however, that this parallel causeway design process would entail $13 million in added design cost and that their current estimate that the steel causeway alternative would cost $75 million more than the concrete alternative is very likely to be borne out in the bidding process. We defer to Caltrans' judgment and, accordingly, recommend that EDAP's preference for longer causeway spans be accommodated through the lower cost variable depth concrete alternative.

Caltrans estimates that the suspension design with a variable depth concrete causeway will cost $76 million more than the baseline bridge defined in SB 60, which includes an "allowance" for a cable-supported long span. We recommend including architectural lighting as proposed by the design team, which will increase the cost by $15 million to a total of $91 million.

1. The new eastern span should have a single-tower self-anchored steel suspension long span at Yerba Buena Island with a variable depth concrete causeway connecting the long span to the Oakland shore.

   Incremental cost: $91 million
   Toll surcharge extension: 9.5 months

Bicycle/Pedestrian Path

EDAP recommends including a bicycle/pedestrian path on the new eastern span. The Bay Conservation and Development Commission, the Bay Area congressional delegation, and the vast majority of public commenters have supported inclusion of a path. The new Carquinez and Benicia bridges to be constructed in the next few years also will include bicycle/pedestrian paths.

It is difficult to forecast use of such a facility but, for comparison purposes, on a recent weekend day, 5,500 pedestrians and 3,400 bicyclists used the sidewalks on the Golden Gate Bridge. Some have contended that building a path only on the new eastern span makes little sense because it will not enable users to travel all the way to San Francisco. However, we expect that many bicyclists and pedestrians will use the path for recreational purposes, and the destinations of Yerba Buena Island, Treasure Island, and even the new bridge itself will attract these users.

EDAP recommended that bicycle/pedestrian access should be accommodated with a single path on the south side of the eastbound deck, "with a width and height (relative to the deck) adequate to ensure the safety and comfort of path users and protect the views of motorists." Caltrans and MTC staff have concluded that a path 15.5 feet wide and 1 foot above the roadway deck will satisfy EDAP's criteria for the safety and convenience of both path users and motorists. We recommend that such a path be included at an incremental cost of $50 million.

For your information, AB 2038 (Migden) would authorize BATA to expend toll surcharge funds on a bicycle/pedestrian path on the existing west span of the Bay Bridge. The bill has passed the Legislature and is awaiting action by the Governor. Pending enactment of the bill, we make no recommendation on a west span path at this time.

2. The new eastern span should have a single bicycle/pedestrian path 15.5 feet wide and 1 foot above deck level on the south side of the eastbound deck.

   Incremental cost: $50 million
   Toll surcharge extension: 5.2 months

Transbay Transit Terminal

SB 60 defines the third eligible amenity for toll surcharge extension funds as "the replacement or relocation of the transbay bus terminal in the City and County of San Francisco." In our staff report to the Task Force and Commission last July, we

recommended that toll surcharge funds be dedicated to the relocation of the Transbay Terminal to a new facility at Howard and Beale Streets, which is three blocks away from the present site. Our recommendation was based on the following facts:

- The Office of State Architect has recommended demolishing and replacing the current building;
- Caltrans will need to spend at least $70 million for seismic retrofit and code upgrade improvements to the current building and associated ramp structures;
- Since the existing terminal was not originally designed as a bus terminal, it would probably require tens of millions of additional dollars for a major renovation to provide transbay bus riders with the level of convenience that could be available in a new facility;
- The existing building has an annual operating deficit of approximately $1 million, which must be defrayed with bridge toll revenue every year; and
- The existing terminal does not meet the land use and urban design objectives of the City and County of San Francisco.

Relocation or replacement of the Transbay Terminal continues to be a legitimate long-term regional objective which we support. Nonetheless, the region is not in a position to reach consensus on a new terminal due to the current stalemate between San Francisco officials -- who support relocation -- and East Bay officials, including AC Transit -- who oppose relocation. Moreover, the proposed new terminal has an estimated capital cost of $140-170 million (depending on the number of bus decks) which is not fully funded even if BATA were to commit up to $80 million in toll surcharge funds as requested by San Francisco.

We recommend deferring a decision on the Transbay Terminal until the conditions set forth in the following recommendation are met. If the Task Force and BATA approve our recommendations on bridge design and bicycle/pedestrian access, there will be up to $89 million in remaining toll surcharge funds available for the terminal project at a future date.

3. A decision on relocating or replacing the Transbay Transit Terminal should be deferred until such time as sufficient consensus has been achieved in support of relocation or replacement of the current facility and a complete financial plan has been developed for the supported option.

Other Bridge Design Issues

The fourth and fifth staff recommendations have no effect on the toll surcharge extension, but reflect important design issues for the new eastern span. The fourth recommendation comes from EDAP and concerns the design of the piers supporting the new bridge. One of the recommendations approved by the Commission last July requested that Caltrans and the design team explore the possibility of submerging the pile caps (at the base of the piers) below water to improve visual appearance. After further analysis by Caltrans and the design team, EDAP now recommends for cost, safety, and other reasons that the pile caps should be placed above water -- as is the standard practice in bridge construction -- but with careful attention to design.

The final staff recommendation arises out of a number of unresolved bridge design issues identified by EDAP, the City of Oakland, and others that warrant close scrutiny in the post-30% phase of design. Specifically, we recommend that the Task Force provide continuing oversight for the remaining bridge design phase with respect to the issues outlined in the fifth recommendation below.

4. The pile caps for the piers supporting the causeway section of the new bridge should be placed above water, but with careful attention to the design.

5. The Bay Bridge Design Task Force should provide continuing design oversight of the remaining design phase for the new eastern span including, but not limited to, the following key issues: the Yerba Buena Island transition and possible replacement ramps, the design of the causeway section of the bridge, and the Oakland touchdown.

Lawrence D. Dahms

LDD:sh

LETTERS IN SUPPORT OF THE SUSPENSION DESIGN

RUBIN GLICKMAN ATTORNEY

Steve H.

June 19, 1998

MTC Commissioners
101 Eighth Street
Oakland, CA 94607-4700
Fax # 510-464-7848

Dear Commissioners;

I have had the opportunity to review the Staff Recommendations of Bay Bridge Design and Amenities memo and also to compare the two proposed designs for the subject bridge. As a former MTC member, I am very interested in transportation issues and as a resident of the City of San Francisco very much interested in this exciting new east span.

I strongly urge your task force to follow the recommendations of your EDAP panel in recommending the suspension bridge as the preferred bridge type for the new east span of the San Francisco-Oakland Bay Bridge. A steel tower suspension bridge is much safer than the rejected cable-stayed scheme in an earthquake of the magnitude expected to hit the Bay Area. It is a distinctive solution that beings beauty, context, and a unique engineering challenge to the Bay Area.

I look forward to this new exciting structure and appreciate the efforts that you have gone through to finalize this matter

Very Truly Yours,

Rubin Glickman

Dear Ms. King,

With great interest, I have followed the design process of the new Bay Bridge, notably the signature structure (which I can see from my window). To my surprise the press has been largely negative, while in my opinion the chosen design deserves praise. I hope the Panel will support the engineer's recommendation of a single tower suspension bridge with a bicycle path.

The reasons for my strong support for the suspension bridge are the following:

1. A suspension bridge is simply the best design. Unlike a cable-stayed bridge, it fits in with the other bridges of the bay. At the same time, it is thoroughly modern with it's single tower and splaying cables.

2. As an engineer friend explained, a suspension bridge is inherently seismically better than a cable-stayed bridge because it is more flexible. As someone who uses the bridge on a regular basis, this peace of mind is priceless. I'll gladly pay a few more dollars in bridge tolls to know that my life is in good hands.

3. The suspension bridge has a steel tower. Steel is stronger, more resilient and less brittle than concrete (as proposed for the cable-stayed bridge). I can already imagine pieces of concrete falling on cars during the next earthquake. In my mind their is no choice. Steel is the way to go, even if it costs more.

4. The asymmetry of the suspension bridge really works well with the site. A short span over land (where you don't need long spans) and a long span over the shipping channel make total sense. The bridge as it were reaches out over the water. The function of the bridge is beautifully expressed in its design. In the newspaper, I read that someone said the cable-stayed bridge should get a chance to be redesigned to have that same asymmetry. However, such a bridge would still not fit in with the other Bay Area bridges, and in my opinion that effort would be a waste of taxpayers' money.

5. The suspension bridge has a beautifully sculptured steel tower. Its material as well as its prismatic shapes tie in with the other Bay Area steel bridges, without copying them. Steel shines and reflects light in ways concrete's dull surfaces (of the cable-stayed bridge) never could. The ever changing skies of the bay will enhance the beauty of the tower in a play of light and shadows.

6. The cables of a cable-stayed bridge are too skinny. From a distance, as most people will see the bridge, you won't be able to see them. What you'll see are two decks with a pole in the middle, hardly a "signature structure". The main cables of the suspension bridge however can be seen from miles away. A good example are the cables of the Golden Ga e Bridge which can clearly be seen from I-80, about 11 miles away!

7. To me, a safer bridge is priceless. If a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Period. Imagine grand jury proceedings after a major quake revealing that a safer alternative was available and within reach, but was not chosen because of penny pinching.

8. The suspension bridge may be more expensive than a cable stayed bridge, but in the scheme of things, that's a small price to pay. We will be looking at this bridge for a few centuries. It is clearly the right choice for this location. Our children and grand children won't remember what it cost to build, but they will look at the bridge every day. Good design is worth the price. Just look at the Golden Gate Bridge.

9. At a public hearing, the engineers said the suspension bridge could be built six months faster than the cable-stayed bridge. With "the big one" due any time soon, every day counts. It's almost been 10 years since Loma Prieta, I can't believe we haven't started construction on a new bridge yet. If it costs a bit more to get it done faster, that's worth it.

10. At a public hearing people kept asking about light rail and heavy rail. I even heard an idea to possibly later convert the bike path to a commuter rail lane. That doesn't make any sense. The tunnel and the west bay bridge are only 5 lanes wide, so if you want to turn a lane into a commuter rail line, it should be one of the five roadways. Please don't allow the bike path to be turned into a railway line. Let's keep it for

bikes and pedestrians.

It's been nine years since Loma Prieta, time to stop fussing around. No design will please everyone. The design you have before you is good, let's get started. We need a safer bridge, fast.

Once again, please vote for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5 billion budget.

Sincerely,

Will Kneerim

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Fax: (510) 464-7848

June 20, 1998

re: NEW BAY BRIDGE

Dear Ms. King,

I would like to express my strong support for the suspension bridge.

It is my understanding that a suspension bridge is inherently seismically better than a cable-stayed
bridge because it is more flexible. As someone who uses the bridge on a regular basis, this peace of mind is priceless. I'll gladly pay a few more dollars in bridge tolls to know that my life is in good hands.

I have been a Bay Area resident all my life. I experienced the Loma Prieta earthquake and its aftermath. I have watched and WAITED as governmental bodies have tried to identify the right solution for the eastern span. After nearly 10 years you now have a design that is safe. It may be somewhat more expensive than other designs, but if a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Period.

Additionally, as a tax payer and a resident of the Bay Area, I am insulted by the last minute political maneuverings of the S.F. and Oakland city governments. They clearly want to be part of the problem, not the solution. As a mere observer, they seem to have alternate agendas that are beyond the bridge project itself. Do not succumb to their nonsense.

Make a decision now, before another earthquake hits and more lives are lost. Please select the suspension bridge. It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5
billion budget.

Thank you.

Sincerely,

Jodi Klein
650-937-6815

KIM NGUYEN
435 Joost Ave.
San Francisco, CA 94127
(415) 469-7978

6/21/98

Dear Metropolitan Transportation Commission:

I am writing to you re: the SF Oakland Bay Bridge seismic retrofit project. I support the single tower suspension bridge.

Every day, I commute to the East Bay via the Bay Bridge. Fortunately for me, I was working and living in San Francisco during the 1989 Loma Prieta earthquake I was not overwhelmingly impacted by the closure and repair of the Bay Bridge. Nonetheless, the image of the collapsed section of the bridge remains vivid in my mind.

I understand that the suspension bridge is safer because of its steel tower and because of its flexibility. As someone who crosses east and west on the Bay Bridge on a daily basis, I would be willing to pay a higher toll if it were to provide me with some peace of mind. And given that earthquakes are quite common in our State, I believe that we need to do whatever we can to prevent and prepare for disaster.

Please feel free to contact me with any questions.

Sincerely yours,

Kim Nguyen

21 June, 1998

MTC
101 Eighth Street
Oakland, CA 94607

re: NEW BAY BRIDGE

To whom it may Concern:

With great interest, I have followed the design process of the new Bay Bridge, notably the signature structure. To my surprise the press has been largely negative, while in my opinion the chosen design deserves praise. I hope the Panel will support the engineer's recommendation of a single tower suspension bridge with a bicycle path.

Cable-stayed bridges may be new to California, but around the world they are a dime a dozen. I am especially excited that the panel recommended including a bike/pedestrian path. I urge you to support the engineer's recommendation of a single tower suspension bridge with a bicycle path.

I have read that the suspension bridge has a steel tower. Steel is stronger, more resilient and less brittle than concrete (as proposed for the cable-stayed bridge). I can already imagine pieces of concrete falling off the cable-stay's concrete towers during a quake and falling on cars. In my mind there is no choice. Steel is the way to go, even if it costs more.

To me, a safer bridge is priceless. If a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Period. I remember October 4, 1989, and listening to the radio from a co-worker's car that a section of the Bay Bridge had collapsed. It was nauseating news.

The suspension bridge has a steel tower. I heard money could be saved by going to a concrete tower. Having seen the difference in damage between concrete and steel viaducts after Loma Prieta, there is no question in my mind that the extra expense of a steel tower is worth every penny. Steel is a flexible material, and you can easily repair and reinforce it by welding on pieces. We should not be penny-wise and pound foolish.

Please select the single-tower suspension bridge. At a public hearing, the engineers said the suspension bridge could be built six months faster than the cable-stayed bridge. With "the big one" due any time soon, every day counts. It's almost been 10 years since Loma Prieta, I can't believe we haven't started construction on a new bridge yet. If it costs a bit more to get it done faster, that's worth it.

Sincerely yours,

Tracey Yim
203 B Bartlett St.
San Francisco, CA 94110

E D W A R D F. E N R I Q U E Z
2 0 3 B B A R T L E T T S T.
S A N F R A N C I S C O, C A 9 4 1 1 0

June 21, 1998

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607

re: San Francisco Oakland Bay Bridge Seismic Retrofit

Dear Ms. King,

I would like to express my strong support for the suspension bridge.

You are to embark on a historic vote next week when you will select the final design for the new east bay bridge. After years of designs, a beautiful bridge has emerged, and I urge you to vote in favor of the single tower suspension bridge.

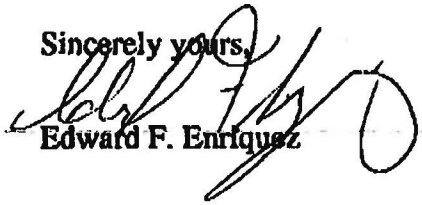
The asymmetry of the suspension bridge really works well with the site. A short span over land (where you don't need long spans) and a long span over the shipping channel make total sense. The bridge as it were reaches out over the water. The function of the bridge is beautifully expressed in its design. In the newspaper, I read that someone said the cable-stayed bridge should get a chance to be redesigned to have that same asymmetry. However, such a bridge would still not fit in with the other Bay Area bridges, and in my opinion that effort would be a waste of taxpayers' money.

The suspension bridge may be more expensive than a cable stayed bridge, but in the scheme of things, that's a small price to pay. We will be looking at this bridge for a few centuries. It is clearly the right choice for this location. Our children and grand children won't remember what it cost to build, but they will look at the bridge every day. Good design is worth the price. Just look at the Golden Gate Bridge.

At a public hearing people kept asking about light rail and heavy rail. I even heard an idea to possibly later convert the bike path to a commuter rail lane. That doesn't make any sense. The tunnel and the west bay bridge are only 5 lanes wide, so if you want to turn a lane into a commuter rail line, it should be one of the five roadways. Please don't allow the bike path to be turned into a railway line. Let's keep it for bikes and pedestrians.

Please vote for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5 billion budget.

Sincerely yours,



Edward F. Enriquez

June 20, 1998

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607

Dear Mrs. King,

I would like to express my SUPPORT FOR THE SINGLE TOWER SUSPENSION BRIDGE.

As a taxpayer and life-long resident of the Bay Area, I want a bridge that is SAFE, first and foremost. No matter the price, (the extra $50 million the suspension bridge is expected to cost will be recouped in the first 6 months of operations by a $1 increase in toll) a seismically safe design is a must!!!! No lives should be lost in the name of an elegantly designed cable-stayed bridge.

Furthermore, concrete is not the most flexible of materials, it is certain that in an earthquake a steel tower like the suspension bridge requires will be more flexible and withstand shaking better than a brittle concrete pole.

Recently local mayors have wanted to slow the decision making process. Where have they been for the last nine years? There has been plenty of notice and time available for their input. NOW is the time for a decision before another earthquake hits. Build the safest, vote for the suspension bridge.

Thank you, Sincerely

Eva Field

Eva Field
650-347-0491

Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607

June 20, 1998

re: DESIGN CHOICE FOR NEW BAY BRIDGE

Members of the Design Task Force,

I would like to express my SUPPORT FOR THE SINGLE TOWER SUSPENSION BRIDGE.

In my opinion the suspension bridge is the best design choice for the following reasons. The suspension bridge has a steel tower. Steel is far stronger, more resilient and less brittle than the proposed concrete cable-stayed tower. I can readily imagine pieces of concrete falling off the towers during an earthquake, whereas the steel towers will only sway. Furthermore the suspension bridge is modern, light and elegant and will fit in with the other bridges presently spanning the bay. The suspension bridge also allows for a wider shipping channel than the cable-stayed bridge. Certainly we do not want to lose more shipping business to Seattle or San Pedro than we already have. We need to ensure that we do not hamper future waterfront developments (i.e. cruise-ship terminals in Alameda or Oakland) by our lack of vision today.

Personally, as a taxpayer and life-long resident of the Bay Area, I want a bridge that is SAFE, first and foremost. I feel the extra $50 million is worth every penny if the bridge can withstand an 8.4 earthquake. No lives should be lost for what some people are saying is the more elegant look the cable-stayed design offers. GO WITH THE MOST SEISMICALLY SAFE DESIGN, the suspension bridge.

Almost ten years have gone by since Loma Prieta, it's time to make a decision. Please vote for the suspension bridge. I think you will sleep well knowing that you built the best for the 21st century and beyond.

~~Thank you,~~ Sincerely

Richard Klein
Klein & Co.
633 Clement Street
San Francisco, CA
415-751-2053

T. M. J. J. M. MARTENS

San Francisco, June 21,1998

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Fax: (510) 464-7848

Re: San Francisco Oakland Bay Bridge Seismic Retrofit

Dear Ms. King

I would like to express my strong support for the suspension bridge.

A suspension bridge is inherently seismically better than a cable-stayed bridge because it is more flexible. As someone who uses the bridge on a regular basis, this peace of mind is priceless. It has a steel tower. Steel is stronger, more resilient and less brittle than concrete (as proposed for the cable-stayed bridge).

The asymmetry of the suspension bridge really works well with the site. A short span over land (where you don't need long spans) and a long span over the shipping channel make total sense. The bridge as it were reaches out over the water. The function of the bridge is beautifully expressed in its design. It has a steel tower. It's material as well as it's prismatic shapes tie in with the other Bay Area steel bridges, without copying them. Steel shines and reflects light in ways concrete's dull surfaces (of the cable-stayed bridge) never could.
In the newspaper, I read that someone said the cable-stayed bridge should get a chance to be redesigned to have that same asymmetry. More than anything else, this is a big compliment on the suspension bridge and a money saver in itself, considering the valuable time and costs involved to make a cable-stayed bridge up to par, which would still lack the safety of the steel suspension bridge.

The suspension bridge has a wider shipping channel than the cable-stayed bridge. The Bay Area will always be linked with maritime uses. Limiting the usefulness of the shipping channel for the next couple of centuries does not make good politics in my opinion. What about future developments such as a cruise-ship terminal in Alameda or Oakland?

Most important to me is: a safer bridge is priceless. If a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Imagine grand jury proceedings after a major quake revealing that a safer alternative was available and within reach, but was not chosen because money prevailed in our conscience?

2155 JONES STREET • SAN FRANCISCO • CA 94133
PHONE: (415) 928 3788 • FAX: (415) 928 3788
E-MAIL: T_M_J_J_M_MARTENS @COMPUSERVE.COM

Money could be saved by going to a concrete tower. Having seen the difference in damage between concrete and steel viaducts after Loma Prieta, there is no question in my mind that the extra expense of a steel tower is worth every penny. Steel is a flexible material, and you can easily repair and reinforce it by welding on pieces.

It's almost been 10 years since Loma Prieta, I can't believe we haven't started construction on a new bridge yet. Moreover that yet another delay is in the realm of possibilities. Let's not delay, and get going. Our lives depend on it! If it costs a bit more to get it done faster, that's worth it.

At a public hearing people kept asking about light rail and heavy rail. I even heard an idea to possibly later convert the bike path to a commuter rail lane. That doesn't make any sense. Why not turn one of the roadway lanes in a commuter rail line?

Once again, please vote for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5 billion budget.

Sincerely,

T. Martens

Steve H.

June 21, 1998

Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California

Dear Bay Bridge Design Task Force:

Since I am unable to attend in person the public hearings on June 22 regarding the proposed Bay Bridge design, I would like to register my comments in writing.

I am a resident of Piedmont, and have commuted across the Bay Bridge for 23 years on the AC transit bus to my office which is in the Bank of America headquarters in San Francisco. Therefore, the efficiency and safety of the Bay Bridge is of utmost importance to myself and all of my colleagues from the Bay Area who must cross the Bay Bridge each working day.

Having lived through several disasters in the Bay Area -- including the earthquake and the Oakland fire -- I am very sensitive to the safety features of the Bay Bridge proposed designs as well as the ability to move traffic efficiently across the Bay Bridge in times of emergency as well as during normal working times.

Also, I am Chief Economist for Bank of America and am very well aware of the costs to the Bay Area economy of not having an efficient transportation system. Currently, I feel that the Bay Area is close to gridlock conditions which is proving very costly to our economy.

I strongly support the suspension bridge proposed design for two reasons:

First, it is reported to represent the latest advances in bridge and seismic design. I cannot over emphasize the importance of safety in the design of the Bay Bridge. I think this should be the foremost priority in all considerations.

Second, the suspension bridge is far superior in visual appearance and design features and will add substantially to the esthetic value of the Bay Area. Whatever is built will probably be standing for the next century. It behoves us to leave as our legacy to future generations the best that we possibly construct.

I know that there are considerations of cost differentials between the two proposed designs. However, as a professional economist who is well acquainted with cost estimating alternative large public projects, I would urge caution in making those cost comparisions.

I would point out that proposed lower cost alternatives generally do not turn out to be as cost effective as initially proposed. We know that there is a great deal of uncertainty in constucting public projects as large as the proposed Bay Bridge. All too frequently decisions are made to construct an alternative proposed lower cost project and the end result is that the lower cost alternative is just as expensive as the purported higher cost alternative.

In conclusion, I think the decision regarding the Bay Bridge should be based on the design that offers the most advanced seismic safety and latest design and technical features that are available.

Most respectively,

John O. Wilson
Executive Vice President
and Chief Economist
Bank of America

THOMAS LAUDERBACH
DEVELOPMENT
CONSULTANT

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
510 464-7848 FAX

RE: NEW BAY BRIDGE

Dear Members of the Metropolitan Transportation Commisssion:

I would like to express my strong support for **the single tower suspension bridge** with a bicycle path.

- The design of the suspension bridge fits in with the other bridges of the bay while modernized with it's single tower and splaying cables. It's tower is light and elegant.
- A suspension bridge is inherently seismically safer than a cable-stayed bridge because it is more flexible.
- The suspension bridge's steel tower is preferable over the cable-stay's concrete which can break off during a quake and fall on cars passing below.
- The asymmetry of the suspension bridge really works well with the site, rising up with a short span over the tidal mud flats on Oakland to a long span reaching out over the water and the shipping channel to meet the steep slopes of Yerba Buena Island.
- The suspension bridge creates a wider shipping channel than the cable-stayed bridge. As ships get larger and the maritime industry in the Oakland and Alameda expands, the wider channel will be more accomodating and safer in the future.
- The suspension bridge may be more slightly more expensive than a cable stayed bridge. However, the extra cost will result in a safer bridge, more flexible and without the possibility of concrete chunks spalling and crashing onto the cars below.

3 3 1 0 ESMOND AVENUE RICHMOND CA 94805
TEL (510) 232-9608 FAX (510) 232-7925

Also, public construction cost estimates of public projects have been historically and notoriously unreliable. We could easily discover in a couple of years that the acutal costs are significantly different than today's estimates.

- Regarding arguements recently advanced in the newspapers from both the East Bay and San Francisco mayors, I liken them to the "tobacco bill" recently sunk in Congress. Adding costs of parks, Yerba Buena Island redevelopment efforts, and perhaps even providing for a light rail in place of the bicycle and pedestrian path are inappropriate for the bridge replacement budget and threaten to sink the entire project.

I encourage your support for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, has a wider shipping channel. The added cost is minor in view of the overall $1.5 billion budget. Thank you for your consideration of my opinion.

Sincerely,

Thomas Lauderbach

TO STEVE HEMINGER, MTC, FAX 510-464-7848
FRM: J. KRIKEN

1248 Waverley Street,
Palo Alto, CA 94301 650-462-1812

June 23, 1998

To: the Editor, The San Francisco Chronicle,

In his glory days, a generation or so ago, Allan Temko fought and won many battles with Caltrans in the pages of the Chronicle. He does not seem to realize that the times have changed: for fifteen months the MTC has been managing a design selection process that has bent over backwards to ensure that every stakeholder in the bridge design had an opportunity to influence the process. I know, because I am a member of Allan's "very uneven advisory panel"..

Every decision that the late-coming editorial writers, politicians and Allan himself are now complaining about, with the aid of an often ignorant media that thrives on controversy and discord, has evolved through careful discussion and analysis: the reason for the single tower- primarily geological- the opportunity to make this a symbol of the approach to the east bay, the rationale for the simple viaduct approach to Oakland, the twin separated roadways. And so on

The chosen design is not a Caltrans design. It develops a generic concept following guidelines that were published by MTC and extensively discussed by the review panel some 14 months ago.

During this process, Allan has attended the design review meetings and sat mutely by, choosing only to complain with typical fuzzy hyperbole one day before the MTC vote. Indeed, the only group that really seemed to understand the process were the cyclists, who presented clear and useful information and argument to the review panel with the result that they are getting all that they asked for.

The inevitable cries of skullduggery are absurd: in selecting the review panel it was probable that some might eventually end up on a design team. There are plenty of completely independent members on the panel to ensure that no favors were granted, and the panel had a number of members from abroad who made significant contributions to the discussions. In choosing the final contractor Caltrans also had to be sure that the team had the capability to carry through a complex design from beginning to end. An international competition would not only use a lot of time but there is no guarantee that a winning design will be affordable or even buildable.

Allan gives himself away in his call for a world -class design in his list of names: what he wants is a design by a fashionable and trendy European architect like Norman Foster, a fine architect like Renzo Piano who does not design bridges, or the brilliant architect-

engineer Calatrava who has designed a number of flashy small bridges in non-seismic areas.

Allan is right: we can do better: we will do it by continuing the process and using the review panel to refine the design as it proceeds, listening to people who have useful comments to make. The concerns of Professor Astaneh need to be taken seriously: this is, perhaps the next order of business, because this bridge is first and foremost a promise to the Bay Area that for the next one hundred and fifty years the link to the east bay will be safe and continuous.

Christopher Arnold, FAIA, RIBA
Architect

SF Chronicle
6/24/98

Bridge Design Crafted From Diversity

COURTESY OF CALTRANS

A computer-generated illustration showed the proposed eastern span of the Bay Bridge as viewed from the bay.

By Mary V. King

NOW COMES Allan Temko, the Chronicle's architecture critic — following hard on the heels of last-minute complaints from a handful of mayors — asking the Metropolitan Transportation Commission (MTC) to "put on the brakes" instead of selecting a suspension span and causeway for the new eastern half of the Bay Bridge. Although I will respond to the points raised by Mr. Temko, if he meant to influence the design — rather than merely mock it — we should have heard from him months ago.

Yet Mr. Temko doesn't really mock the recommended suspension design with his customary gusto, either. He admits admiration for its designers — local architect Don MacDonald and New York engineer Herb Rothman, the man who designed the great Verrazano Narrows Bridge — and he admits that the suspension bridge is "superior" to the runner-up cable-stayed design. He calls for improvements in how the side-by-side decks of the new bridge will transition to the double-deck tunnel at Yerba Buena Island — as did MTC's Bay Bridge design task force in a formal motion adopted Monday. And he would like a park where the new bridge touches down in Oakland. Well, so would I, and I invite Mr. Temko to help me plant the first tree.

Despite all these backhanded compliments for the current design, Mr. Temko concludes reflexively by calling for an "international design competition" to start over from scratch. So often is this phrase used in response to modern architectural challenges that it reminds me of the similar line at the end of the movie "Casablanca:" "Round up the usual suspects."

Let me offer three brief points in rebuttal. First of all, such far-flung contests take months or even years to complete, and that's time we can't afford as we race against the next big earthquake that could topple the existing eastern span. Second, the design contract awarded by Caltrans last December to T.Y. International was competitively bid, and any interested firm from around the world was welcome to apply. Finally, and not to wave the flag too hard, who says that American monuments can only be designed by European architects?

As everyone knows, the Bay Area has a wonderful reputation for diversity — politics, lifestyles, culture, you name it. Partly because of this diversity, some people thought it would be impossible for us to achieve any kind of consensus on a new eastern span for the Bay Bridge. After 16 months of design review, millions of dollars of taxpayer expense, and literally thousands of comments from the public on every conceivable issue, MTC is ready and willing to prove the doubters wrong.

Let's also remember that the proposed bridge design is not yet a finished product. It is only 30 percent complete, and there is much more design work to be done — especially on the long causeway spans — to ensure a graceful gateway to Oakland. Another motion adopted by the Bay Bridge design task force on Monday was that we should stay in business until the bridge is 100 percent designed to ensure that the entire span — from shore to shore — meets the highest design standards that the Bay Area has every right to expect.

I encourage Bay Area residents to join MTC in this vital task as we prepare to build the first bridge to the 21st century.

Mary V. King is an Alameda County supervisor and chairperson of MTC's Bay Bridge design task force.

To: Chairperson Mary King of MTC & Members:

As public elected leaders in our respective City's in the East Bay, we must all have visions of the projects that we help to create and try to provide adquate transportation methods to serve the Bay Area as a whole.

History has shown us that Bart is not the total answer for adquate transportation services to and from our communities. We need more and faster rail services to better serve the population of the Bay Area.

There-fore, I am requesting a consideration by the MTC Members to preserve the option for an inter-city passenger rail service across the "New Bay Bridge" and retention of the "Transbay Terminal and it's existing ramps to accomplish these needs.

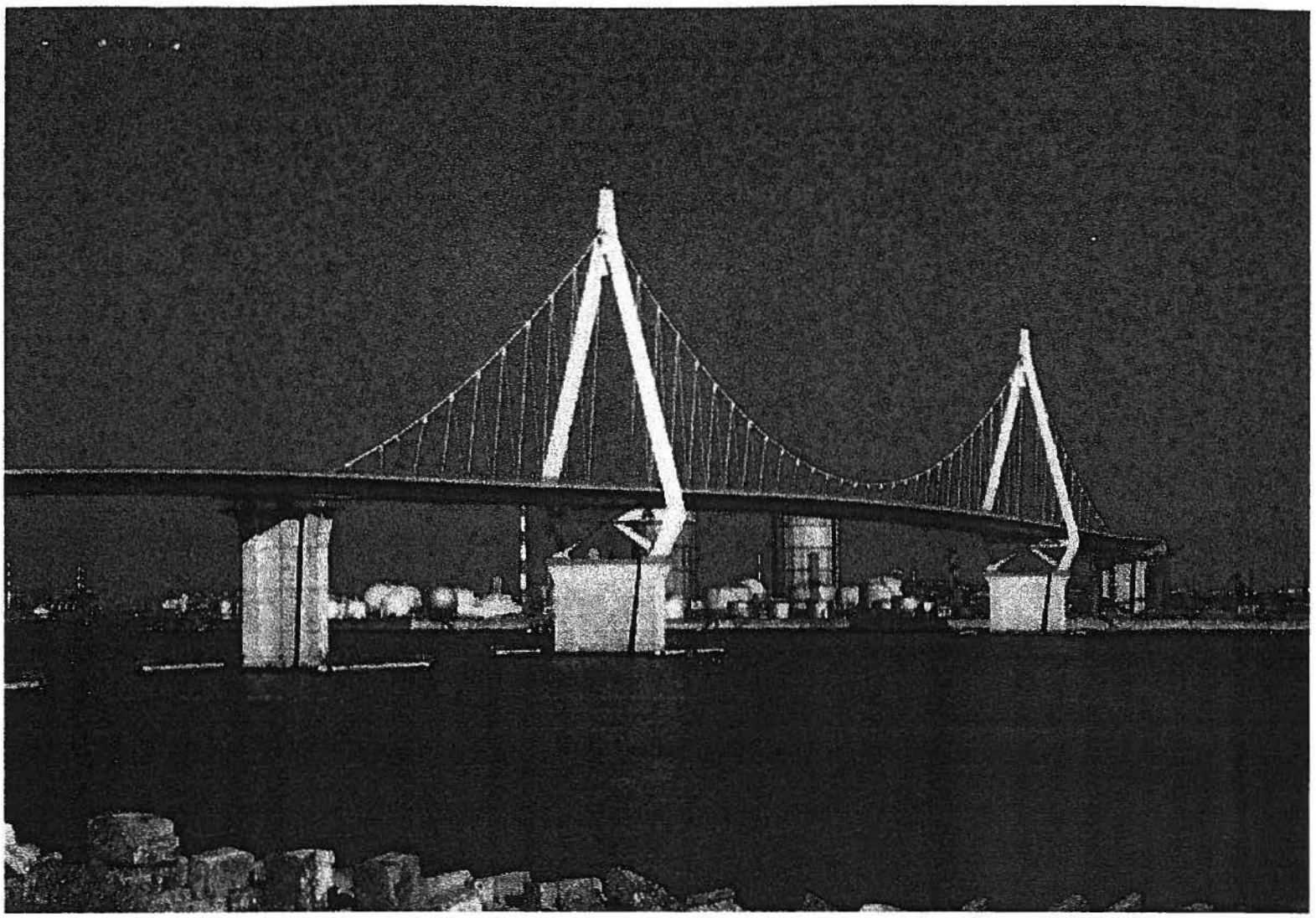
I also support the MTC's Members votes of 4-1 for their choice of the single-tower suspension bridge that will provide a safe and sound bridge for years to come.

Thank you,

Sincerely,
Barbara L. Vigil, Council Member & Past Mayor
City of San Pablo

SELF-ANCHORED SUSPENSION BRIDGES

NAME (LOCATION)	YEAR	MAIN SPAN (M)
EUROPEAN		
Wrsowicer Bridge (Germany)	1870	22.8
Muhlenthor (Germany)	1899	42.0
Napageld (Austria)	1910	36.0
Cologne-Deutz (Germany)	1915	184.5
Lippstadt (Germany)	1917	55.2
Admiral Scheer (Germany)	1927	96.3
Forst (Germany)	1927	39.6
Cologne-Mulheim (Germany)	**1929**	**315.0**
King Alexander I (Yugoslavia)	1934	261.0
Krefeld Bridge (Germany)	1935	250.0
Chelsea Bridge (England)	1937	107.3
St. Germain (France)	1950	57.9
Duisburg-Rurhort (Germany)	**1955**	**285. 5**
Merelbeke (Belgium)	1960	100.0
AMERICAN		
Seventh Street (Pittsburgh)	1926	134.8
Ninth Street (Pittsburgh)	1927	131.1
Sixth Street (Pittsburgh)	1928	131.1
Little Niangua (Missouri)	1933	68.6
Hutsonville (Indiana)	1939	106.7
ASIAN		
Kiyosu (Japan)	1928	91.5
Konohana (Japan)	**1990**	**300.0**
Young-Jong (Korea)	**1999**	**300.0**



Fax to: Mr. Steve Hemenger, MTC - 510.464.7848
Mr. Ephraim Hirsch - 415.362.4332

From: John Kriken, SOM

My name is John Kriken, I am Vice Chair of the EDAP Committee. I have asked that this be read for me as I am unable to attend today's meeting.

There is no surprise that the decision before this commission today has stirred intense interest and controversy. This new bridge is an important and costly project. Those of us who worked for the past 1½ years on the EDAP panel have all felt the same pressure. Having been through this difficult process, my hope today is to make this commission comfortable with our recommendations.

1. THIS BRIDGE WILL BE SAFE.

   Enormous amounts of time have been spent on testing and verifying the recommended structural approaches. There has never been a more prestigious assembly of engineers from around the world gathered for this purpose . When the recommendations were made, there was substantial agreement among the engineers with the notable exception of T.Y. Lin, who differed with his colleagues in support of his own cable stay design published last year in a newspaper article by Allen Temko.

2. THIS BRIDGE WILL BE BEAUTIFUL.

   The single tower suspension bridge has a powerful visual connection to the graceful images of the Bay Bridge West Span and the Golden Gate Bridge. It will be supported from its rock based foundation near the island and connect to a low profile structure that immediately begins to slope to ground level in Oakland. Contrary to newspaper opinion, we are not proposing a flat "causeway" type structure, but a structure that ramps from the elevated bridge level to ground level. This bridge and ramp relationship has a clear visual logic. It also has a geological logic as the ramping structure's foundations are built in deep mud and needs to be as low to the ground as possible.

   The suspension bridge and the ramp structure will be designed to be as visually integrated as possible. EDAP and the bridge design consultants will guarantee that this ramp structure will not look like a freeway on stilts as suggested by various newspaper opinion.

3. THIS BRIDGE WILL BE A FITTING GATEWAY TO OAKLAND.

   First, the driver no longer travels east in a structure confined by the upper deck . On the new bridge, the east bound lane after the island tunnel will rise up side by side with the west bound roadway. Within the suspension bridge structure, the view is framed toward the Berkeley hills and Campanile. Leaving the suspension bridge the roadway turns to face Oakland's downtown skyline. Ramping down the views are broad until arriving on the Oakland shore where we hope a magnificent landscaped la.Qding will be created.

4. THIS BRIDGE WILL NOT DESTROY THE TREASURE ISLAND DEVELOPMENT OPPORTUNITY.

   The bridge's north alignment provides the best views as previously mentioned. It also allows the preservation of a group of historic Coast Guard buildings located to the south of the existing bridge. The north alignment saves the Coast Guard buildings but negatively impacts undeveloped land identified by the city of San Francisco as a future site for artist studios. My feeling is that given the traffic noise created by this bridge, it is questionable whether this site would ever be suitable for housing.

   If new ramps are ever created to better connect the bridge with Treasure Island they must not be permitted to harm the existing landscaped environment of Yerba Buena Island. This ramp question has not been decided. It will be considered at a future time.

Speaking for all of the Engineering and Design Advisory Panel, I would like to express the honor we have all felt to be able to contribute to such an important project in our state and in our Bay region. Thank you.

Capitol Office
State Capitol
P. O. Box 942849
Sacramento, CA 94249-0001
(916) 445-7442

Don Perata
SIXTEENTH ASSEMBLY DISTRICT

District Office
299 Third Street, Suite 100
Oakland, CA 94607
(510) 286-1670

NEWS RELEASE

FOR IMMEDIATE RELEASE:
Tuesday, June 23, 1998.

For further information, contact:
Jason Kinney at 916-445-7442.

PERATA: LET THE PEOPLE DECIDE BAY BRIDGE DESIGN

Assembly Majority Leader will put measure on ballot which allows Bay Area voters to reject MTC design and create open competition for new bridge design

SACRAMENTO—Assembly Majority Leader Don Perata, D-Alameda, announced today that, if the Metropolitan Transportation Commission (MTC) approves the recommendations of the Bay Bridge Design Task Force, he plans to place a measure on the November ballot, allowing Bay Area voters to rescind that decision and establish an open competition between design proposals.

"A redesigned Bay Bridge should be the crown jewel of the East Bay," said Perata. "The design proposed by Task Force looks more like cubic zirconium. If the 'Powers That Be' refuse to give the people a voice in this process, then I'll make sure they have a voice at the ballot box."

Perata said that he is considering the introduction of urgency legislation that would put a regional measure on the November ballot for consideration by voters in the Bay Area's nine counties. In fact, he has been begun discussing this possibility with other Bay Area lawmakers.

"Among elected officials, the proposed design is about as popular as New Coke," said Perata.

Although details are still being researched, the measure would give voters the option of rejecting the proposed design and re-opening the process to competition from the best design teams in the world. Final recommendations would be made by an objective panel of experts qualified to make critical engineering, design, transportation, environmental and aesthetic decisions.

Assemblyman Don Perata is available for comment in Oakland late this afternoon and evening. Contact Jason Kinney at 916-445-7442 for a live or phone interview.

-- END --

Steve Heminger

(Confidential)

"FAX"

LETTERS FROM PUBLIC OFFICIALS AND AGENCIES

STATE OF CALIFORNIA PETE WILSON, *Governor*

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
THIRTY VAN NESS AVENUE, SUITE 2011
SAN FRANCISCO, CALIFORNIA 94102-6080
PHONE: (415) 557-3686

June 19, 1998

Ms. Mary King, Chair
Bay Bridge Design Task Force
Metropolitan Transportation Commission
Metrocenter
101 Eighth Street, Third Floor
Oakland, California 94607

SUBJECT: Replacement of the Eastern Span of the San Francisco/Oakland Bay Bridge

Dear Chair King and Other Task Force Members:

Over the past year, a Bay Bridge Design Task Force, created by the Metropolitan Transportation Commission (MTC) and assisted by an Engineering and Design Advisory Panel (EDAP), which includes all of the members of BCDC's Design and Engineering Criteria Review Boards, has deliberated on the selection of the type of structure that should be used to replace the eastern span of the San Francisco-Oakland Bay Bridge as part of the seismic retrofit of the overall span. On May 29, 1998, the EDAP recommended to the Task Force that the replacement structure should be a single-tower, self-anchored suspension bridge joined to the East Bay shoreline by a causeway, and that a bicycle and pedestrian path should be provided along the south side of the new bridge.

On June 18, 1998, the San Francisco Bay Conservation and Development Commission considered the recommendation of the EDAP, along with a recommendation from its own staff, and: (1) endorsed the EDAP recommendations because they adequately address, at this level of design, the issues BCDC will have to consider when Caltrans submits a permit application for the replacement bridge; and (2) directed BCDC's representative on the Task Force and MTC to support funding for a bicycle and pedestrian path on the replacement bridge that is designed now to accommodate future light rail, buses or high occupancy vehicles so long as bicycle and pedestrian access is permanently guaranteed. The Commission also indicated that, if the Bay Bridge Design Task Force or MTC determines that funding should not be provided to strengthen the bicycle and pedestrian path now for that purpose, then BCDC's representative is directed to support permanent pedestrian and bicycle access on the replacement bridge anyway.

If you have any questions, please let me know.

Very truly yours,

for WILL TRAVIS
Executive Director

WT/SAM/ra
cc: Lawrence Dahms, MTC
William Hein, MTC
Angelo Siracusa, BCDC

June 18, 1998

Supervisor Mary King
Chair, Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607-4700

Dear Supervisor King,

We, the undersigned East Bay community leaders, are writing to express our mutual concerns that the Bay Bridge Eastern Span design process to date has not produced a world class design that establishes a sense of gateway and place for the East Bay. The East Bay communities expect and deserve a world class design that is oriented towards people and provides quality public access and amenities.

We believe that it is urgent and imperative that the Metropolitan Transportation Commission require that: 1) further analysis and alternative designs be developed on the viaduct section of the bridge to make it look like a bridge instead of a freeway overpass; 2) a bicycle/pedestrian lane(s) be included; 3) provisions for commuter rail be built into the framework of the bridge and that an analysis be done to examine inclusion of a heavier rail on the bridge that will not eliminate a vehicle lane; 4) public access be provided to a park/interpretive center at the base of the bridge that directly connects to the regional bicycle/pedestrian paths, local roads, and Interstate 80; and 5) the Transbay Terminal and associated ramps be maintained in their current location to effectively accommodate the needs of the transbay customers.

We want the Metropolitan Transportation Commission and Caltrans to postpone the approval of a final bridge design until all of these issues have been thoroughly evaluated and formally addressed in the design approval process.

Sincerely,

ELIHU M. HARRIS
Mayor, City of Oakland

SHIRLEY DEAN
Mayor, City of Berkeley

KEN BUKOWSKI
Mayor, City of Emeryville

for
RALPH APPEZZATO
Mayor, City of Alameda

PATRICIA WHITE
Mayor, City of Piedmont

BRUCE MAST
Mayor, City of Albany

DON PERATA
Assemblyman, District 16

MATT WILLIAMS
President, AC Transit Board

c: **Bay Bridge Design Task Force**
Sharon J. Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa

Steve Heminger, MTC
James W. van Loben Sels, Caltrans
Denis Mulligan, Caltrans
Brian Maroney, Caltrans

Metropolitan Transportation Commission
Keith Axtell
Jane Baker
James T. Beall, Jr. (Vice Chair)
Dorene M. Giacopini
Mary Griffin
Stephen Kinsey
Jean McCowen
Charlotte B. Powers
James P. Spering (Chair)
Kathryn Winter
Sharon Wright
Harry Yahata

Assemblywoman
Dion S. Aroner

Councilmember
El Cerrito

Pmm

City of Alameda California

4

DATE: June 3, 1998

TO: MTC BayBridge DesignTask Force
MTC Commissioners
East Bay legislative delegation

FROM: David Brandt
Deputy Attorney
City of Alameda

RE: Transbay Transit Terminal and Ramps Resolution

Persuant to Kenneth C. Scheidig's request please find enclosed a copy of the City of Alameda's resolution supporting the continued use of the existing Transbay Transit Terminal and the ramps which serve that facility.

Sincerely

David Brandt
Deputy City Attorney

cc: Kenneth C. Scheidig, AC Transit, General Counsel

Office of the City Attorney, Room 314

City Hall
2263 Santa Clara Avenue · 94501-4456
510.748 4544

CITY OF ALAMEDA RESOLUTION NO. 12992

SUPPORTING THE CONTINUED USE OF THE EXISTING TRANSBAY TRANSIT TERMINAL AND THE RAMPS WHICH SERVE THAT FACILITY

WHEREAS, the State-owned Transbay Transit Terminal in downtown San Francisco, together with the ramps which provide grade-separated access to and from the San Francisco-Oakland Bay Bridge, were constructed as an integral part of the San Francisco-Oakland Bay Bridge; and

WHEREAS, the Transbay Transit Terminal, including its ramps, has been an integral part of the Bay Area transportation system since it began operation in 1939; and

Approved as to Form
CITY ATTORNEY

WHEREAS, AC Transit and its predecessor, the Key System, have operated commuter bus service between the East Bay and San Francisco since 1937, and buses have utilized the Transbay Transit Terminal exclusively since 1958; and

WHEREAS, the Transbay Transit Terminal is the busiest bus terminal in the western United States; and

WHEREAS, over the past 59 years, the need for the Transbay Transit Terminal and its ramps as part of the overall Bay Area transportation system has not diminished. Specifically, during the 1997 BART strike, as a result of breakdowns in the BART system, and because of the lack of sufficient capacity on the San Francisco-Oakland Bay Bridge, the Transbay Transit Terminal and its ramps provided the facilities in downtown San Francisco which enabled AC Transit to meet the transportation needs of East Bay residents who otherwise would not have had a feasible transportation alterative; and

WHEREAS, with the opening of the HOV lanes on I-80 from Highway 4 in Pinole to the San Francisco-Oakland Bay Bridge toll plaza, AC Transit can provide even faster service to the Transbay Transit Terminal, thereby making public transportatin from Solano County, Contra Costa County and Alameda County more attrative as an alternative to single occupancy automobile drivers and provides a seamless connection to WestCAT and Vallejo Transit; and

WHEREAS, AC Transit's ridership from the East Bay to the Transbay Transit Terminal has increased 40% (to 13,000 passengers per day) since October, 1997, and with the implementation of the Transbay Comprehensive Service Plan later this year, AC Transit projects that its service will increase by the year 2000 by an additional 13% to 23% (15,000 to 17,000 passengers per day); and

WHEREAS, the public hearings held by the MTC Bay Bridge Design Task Force and the tour of the Transbay Transit Terminal by the Task Force clearly indicate the importance and convenience of the existing Transbay Transit Terminal facility and its ramps to the Bay Area's transportation system; and

WHEREAS, there is no justification for considering the removal of the existing Transbay Transit Terminal or its ramps for the following reasons:

- the existing Transbay Transit Terminal and connecting ramps have and will continue to be able to provide the space needed to meet the expanding needs of AC Transit and other transit providers who currently use or may use the space in the future, without causing any increase in AC Transit's operational costs, while providing the greatest efficiency to AC Transit and its transbay passengers;

- the proposed relocated terminal at a Howard/Main/Beale site is not as convenient a location for transbay passengers;

- the proposed relocated facility and ramp would not provide comparable adequate staging and storage capacities as the existing Transbay Transit Terminal and ramps, thereby increasing the operating costs for AC Transit and negatively impacting service reliability;

- the proposed relocated facility is estimated to cost approximately $126,000,000 to $145,000,000 and no funding exists to cover these costs;

- the proposed relocated facility assumes bus service levels and growth estimates which predated the 1997 BART strike; the present service levels, together with the future increase in ridership estimated under AC Transit's Transbay Comprehensive Service Plan, would require a larger facility initially (at an estimated cost of $145,000,000 or more) and an even larger facility to accommodate the proposed future growth (with a corresponding increase in the cost for the facility);

- no environmental document has been prepared which considers and compares the environmental advantages and disadvantages of any relocated site against the existing Transbay Transit Terminal and its connecting ramps; and

- no comprehensive economic analysis has been prepared which compares the economic costs of a relocated terminal versus retaining and improving the existing Terminal.

WHEREAS, a 1998 study by DKS Associates for MTC, which analyzed the proposal by Caltrans to remove the eastern ramp to the Transbay Transit Terminal and make the western ramp bi-directional, has proven that this idea will not work. The study verified that the existing two-ramp loop system is the most efficient method of providing service to the Transbay Transit Terminal. The proposed bi-directional, single ramp alternative would, at a minimum:

- reduce AC Transit's existing 99% PM peak on-time efficiency, with a potential loss of passengers;

- eliminate essential staging capabilities on the existing ramps and place additional costs on the region and AC Transit to find adequate alternative staging areas within San Francisco or in the East Bay area, thereby increasing operational costs to AC Transit;

- increase the potential for congestion and accidents on the Bay Bridge and San Francisco Surface streets as AC Transit buses attempt to reach the Terminal from the bridge or city streets; and

- hinder or eliminate one of the most flexible means of providing mass transportation between the East Bay and San Francisco at a time when the construction of the eastern portion of the Bay Bridge and the seven-phase retrofit of the western segment are under simultaneous construction for a period of approximately five or more years; and

WHEREAS, Caltrans has been proceeding with its bi-directional, single ramp proposal, despite the above described impacts, without any environmental or public review of its actions and their consequences.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Alameda that:

SECTION 1. Reaffirms its previous opposition to the relocation or impairment of the existing Transbay Transit Terminal, including its connecting ramps.

SECTION 2. Recommends that the MTC Bay Bridge Design Task Force reject any proposal for the removal or replacement of the existing Transbay Transit Terminal and ramps or the replacement of the Terminal at any other location without first undertaking an environmental analysis under the California Environmental Quality Act and its Implementing Guidelines.

SECTION 3. Opposes the elimination of any of the connecting ramps to the Transbay Transit Terminal unless and until there is definitive evidence by Caltrans that conclusively shows that:

a. any alternative proposal will work and this is verified by an independent traffic engineering analysis;

b. there would be no increase costs to AC Transit and other transit providers who use the Transbay Transit Terminal (either because there are no cost impacts or funding is provided for such additional costs, both now and in the future);

c. there will be no deterioration of bus service from the riders' perspective (i.e., on-time performance, trip duration, loading and unloading convenience);

d. any alternative will not increase the potential for additional traffic congestion on the Bay Bridge or on the streets of the City of San Francisco from buses servicing the Terminal;

e. the proposal does not favor private automobiles over public transportation; and

f. an environmental analysis consistent with the California Environmental Quality Act and its Guidelines is undertaken in advance of any policy action.

* * * * * *

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in regular meeting assembled on the 2nd day of June, 1998, by the following vote to wit:

AYES: Councilmembers DeWitt, Kerr, Lucas and President Appezzato - 4.

NOES: Councilmember Daysog - 1.

ABSENT: None.

ABSTENTIONS: None.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 3rd day of June, 1998.

Diane Felsch

Diane Felsch, City Clerk
City of Alameda

AC Transit
Alameda-Contra Costa Transit District
1600 Franklin Street, Oakland, CA 94612

(510)891-4859
Fax(510)891-4705
www .actransit.dst.ca.us

June 21, 1998

Chairperson Mary King and Members
Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

RE: Transbay Transit Terminal

Dear Chair King and Members:

In the June 17 MTC staff report to the Task Force, the executive director recommends that you defer a decision on relocation or replacement of the Transbay Terminal, keeping $80 million available for such purpose in the future. In accordance with the priorities previously established by the Task Force, AC Transit respectfully suggests that you not defer your decision, but rather recommend to the full Commission a commitment to retain the existing Terminal site, even if the level of "amenity" funds available or required may need future discussion.

While MTC staff states that relocation or replacement of the Terminal "continues to be a legitimate long-term regional objective," this does not represent the perspective of any city or county in the region other than San Francisco. The entire East Bay legislative delegation, every city council in the East Bay, the Counties of Alameda and Contra Costa, the Alameda Congestion Management Agency, the Contra Costa County Transportation Authority and AC Transit all stand opposed to relocating the Terminal.

While the existing legislation allows for use of toll surcharge funds for "replacement or relocation" of the Terminal, we suggest that the alternative of "renovation"

should also be considered, and may well be a more cost-effective use of public funds. In order to fund renovation of the Terminal through the bridge toll surcharge, we recognize that language in SB 60 would have to be changed. We recommend that the statute be amended to replace "relocation or replacement" with "renovation or replacement at the current site." It is important to remove "relocation" from the act to put to rest the issue of spending these public funds on an unneeded, unwanted terminal. We are happy to work with the Commission to secure these changes.

On page 4 in its June 17 report, MTC staff bases its recommendation on a series of points, to which we offer these responses:

The Office of the State Architect recommended replacement of the Terminal if resources were available. Short of replacement, the recommendation was for renovation, for which plans were developed in 1993. The State Architect did not recommend relocating the facility.

The MTC staff report correctly identifies that Caltrans will already need to spend an estimated $70 million for seismic and other code improvements to the Terminal and its ramps. Some of this work has already been authorized and is underway, and it is a good investment -- and a bargain -- compared to the $170 million (not including ramps) contemplated for a new terminal. To construct a smaller, less convenient, and operationally problematic new terminal and spend $100+ million more to do so would not be wise.

There is no basis in fact to say that because the existing Terminal was designed for trains, it somehow doesn't work, well for buses, or that "tens of millions of dollars" would "probably" be required to give the Terminal the "level of convenience" of a new facility. As it has done for decades, the existing Terminal works superbly well for our buses and passengers, as confirmed by MTC in its 1993 study of "Transbay Transit Terminal: Current and Future Transit Needs." The $70-million Caltrans estimate for retrofit and renovation includes aesthetic and passenger amenity improvements. The capacity of the current facility is well known and well documented to serve future needs. While no studies of capacity have been conducted

regarding an alternative facility, it is clear that the one which was proposed by San Francisco could not handle today's peak service capacity, let alone future increases.

Caltrans now brings in between $1 million and $2 million annually in revenue at the Transbay Terminal, offsetting more than half of the operating costs. Surely this level of cost recovery cannot be matched by any of the state's highway facilities. Modest upgrading of the building and marketing of the leasable space would no doubt increase revenues. Moreover, we have not seen any analysis that indicates that the proposed new, smaller facility would have any different revenue-cost ratio.

Property sales and new building plans in the vicinity of the Transbay Terminal are in the news regularly these days, indicating healthy development prospects for the area. The Transbay Terminal is not inhibiting economic revitalization, and moving forward with retrofitting and renovating the Terminal will only contribute to the economic well-being of the area.

Regarding the ramps, critical to any decision you make regarding the Transbay Terminal is the integrity of the ramp system in and out of the Terminal. Again, MTC's own study in 1993 concluded that the loop-configured ramps are "crucial to all of the operations accessing the Terminal from the Bay Bridge." To eliminate the eastern ramp, as proposed by Caltrans, would deal a major, perhaps fatal, blow to transbay bus service and would make future renovation of the Terminal certainly more problematic. Regardless of any longer-term decision about the Terminal, the retention of the ramps needs to be ensured to serve thousands of today's bus riders and to avoid further exacerbation of Bay Bridge congestion and its resulting impact on San Francisco surface streets.

In his March 11 letter to Assemblywoman Dion Aroner, Caltrans District Director Harry Yahata stated that alternatives to removing the ramp do exist, although additional funds might be required to facilitate the reconstruction of the Fremont Street off-ramp The recent study performed by DKS Associates on the ramp proposal shows the enormity of the operational problems that removal of the ramp would cause, and the nearly $2-million-per-year additional cost that the

region would need to incur to sustain existing transbay bus service.

Clearly, there is enough evidence now to declare that the ramp should stay in place. Rather than seeing Caltrans expend more time in a futile exercise to make ramp demolition "work" for AC Transit, we urge the Task Force to recommend that the full Commission send a strong message to Caltrans to redesign the West Approach Retrofit Project without disruption to the ramps.

We appreciate your thoughtful review of these two issues -- the retention of the current Transbay Terminal site and the preservation of the eastern ramp. Decisions to be made this week by the Task Force and the Commission can ensure that the needs of transbay riders can be served well into the 21st century. AC Transit hopes that you will join in the united conclusion of East Bay communities and public officials that the Transbay Transit Terminal, with its ramps, should remain intact and in place.

Sincerely,

M Williams

Matt Williams
President

Oakland
All-America City
1993

CITY OF OAKLAND

CITY HALL • 1333 BROADWAY • OAKLAND, CALIFORNIA 94612

Public Works Agency

(510) 238-3961
FAX (510) 238-2233
TDD (510) 238-7644

Supervisor Mary King
Chair, Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

June 9, 1998

Dear Supervisor King,

I am writing regarding Oakland's position on three key issues with the new Bay Bridge design: 1) the design of the viaduct portion of the bridge; 2) designing the bridge to accommodate future rail; and 3) the bicycle/pedestrian lane(s).

On numerous occasions, during the bridge design process, the City of Oakland has expressed its desire that the new bridge be a world class design and establish a sense of gateway and place for the East Bay. However, the designs to date have centered on the "main span" at Yerba Buena Island, only 15 % of the overall span of the bridge, leaving 85% (the viaduct) of the bridge to look like a freeway overpass. In our opinion, it is not reasonable to approve of a bridge design without addressing the design of viaduct section, especially when the design features of the viaduct have not been given serious consideration by the designers. We think the viaduct section can be made much more architecturally significant and bridge-like than the current design and that to do anything less would be a disservice to the Bay Area.

In addition, it is our understanding is that the designers have investigated including provisions for future light rail on the bridge that would remove one or more traffic lanes from the bridge. It is questionable whether the public would agree with this solution. In addition, we believe an analysis of heavy rail on the bridge should be done to keep our options open for the future. We continue to request that this analysis be done.

The City of Oakland supports the inclusion of a bicycle/pedestrian lane(s) on the bridge, however, further design should be done to ensure that bicycles, pedestrians, in-line skaters, and other users could safely be accommodated in the 15 foot area as is now proposed.

Caltrans is required to mitigate the demolition of the existing eastern span of the historic Bay Bridge. Clearly the current eastern span has more bridge-like features than the proposed new span and in our opinion does not mitigate or replace the loss of the design features of the historic bridge.

The City of Oakland believes that there are viable design alternatives that could be included in the viaduct design that would be cost effective and would add to the "signature" and the world class design mandate. We ask that the aforementioned issues be addressed and that alternative designs be developed and presented to the Bay Bridge Design Task Force before the final decision on the bridge design is made.

Thank you for your consideration.

TERRY E. ROBERTS
Director, Public Works Agency

c: **Bay Bridge Design Task Force**
Sharon J. Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa
Metropolitan Transportation Commission
Keith Axtell
Jane Baker
James T. Beall, Jr. (Vice Chair)
Dorene M. Giacopini
Mary Griffin
Stephen Kinsey
Jean McCowen
Charlotte B. Powers
James P. Spering (Chair)
Kathryn Winter
Sharon Wright
Harry Yahata

Steve Heminger, Metropolitan Transportation Commission
Denis Mulligan, Caltrans
Brian Maroney, Caltrans
Marina Carlson, City of Oakland
Helaine Kaplan-Prentice, City of Oakland
Diane Tannenwald, City of Oakland

Congress of the United States
Washington, DC 20515

June 11, 1998

Jim Spering
Chairman
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. Spering,

We are writing to encourage the Metropolitan Transportation Commission to follow the recommendation of its architectural advisory panel to incorporate bicycle-access lanes into designs of the replacement east span of the Bay Bridge during its meeting this month. We believe it will be a progressive decision that will benefit generations of Bay Area residents.

Bicycle lanes on the new east span will be the first step toward linking the East Bay and San Francisco by popular alternative transportation, while providing an exciting new recreation for visitors and weekend travelers. In a recent informal San Francisco Chronicle poll, respondents voted at a seven to one margin in support of bicycle and pedestrian access to the bridge. The Golden Gate Bridge is already a popular conduit for bicyclists, who often number more than 3,000 on weekends. The East Shore bicycle path from Albany to the Bay Bridge is currently under construction. The eventual possibility of biking from Oakland into The City will take some drivers off of our congested freeways, encourage the development of recreational open space on Treasure Island, and afford the public views of the entire region from the middle of the Bay that are not possible by car today.

While the west span and approach of the Bay Bridge are being retrofitted without bicycle lanes, bikes on the east span encourage that option — a decision MTC alone can make. While Mayor Willie Brown has discouraged public access to Yerba Buena and Treasure islands, bicycle lanes on the bridge will encourage The City's redevelopment authority to preserve open spaces and make them available to the public.

Bicycles on the new bridge will constitute one enormous step toward connecting the Bay Area as never before. The advisory panel voted 13 to 1 for a bicycle and pedestrian lane. We earnestly hope you will choose their counsel as you meet this month.

Sincerely,

George Miller — GEORGE MILLER, M.C.
Nancy Pelosi — NANCY PELOSI, M.C.
Anna Eshoo — ANNA ESHOO, M.C.

BARBARA LEE, M.C. TOM LANTOS, M.C. LYNN WOOLSEY, M.C.

PETE STARK, M.C. ELLEN TAUSCHER, M.C. TOM CAMPBELL, M.C.

MAYOR
Rosemary M. Corbin

City of Richmond

May 28, 1998

Ms. Mary King, Chair
Bay Bridge Design Task Force, MTC
101 - 8th Street
Oakland, CA 94607

Dear Mary:

The Bay Bridge is a structure I have looked at and traveled across for 35 plus years, and I have commuted through the Transbay Terminal from San Francisco in the 1960's and to San Francisco in the 1980's, so I have strong opinions based on experience.

Any of the four designs you are considering for the Bridge seem reasonable to me, so I will save whatever persuasive power I might have for the next two issues.

The Transbay Terminal is well placed, and its present size and two-ramp configuration provide the greatest possibility of accommodating the future needs of commuters. Moving the Terminal in order to facilitate a new development in San Francisco while sacrificing the ability of East Bay commuters to reach San Francisco would be short-sighted and not worthy of support from a regional body such as MTC.

As for bike lanes: I am always for them, if at all possible.

Thank you for soliciting my comments.

Yours truly,

Rosemary M. Corbin, Mayor
City of Richmond

RMC:bja

cc: Sharon J. Brown, Councilmember, City of San Pablo

2600 Barrett Ave. P.O. Box 4046 Richmond California 94804
telephone: 510 620-6503
fax: 510 620-6542

CITY OF SAN PABLO

One Alvarado Square, San Pablo, CA 94806
(510) 215-3000 • Fax # (510) 620-0204

Office of the Mayor

June 19, 1998

Supervisor Mary King
Chairperson
Bay Bridge Design Task Force

Subject: Bay Bridge Design Review

Dear Supervisor King:

I want to express my concern regarding a recent article I read concerning the process of selecting a design for the new eastern span of the Bay Bridge. I am appalled that some Alameda County Officials feel they should postpone the process for the approval of a new bridge design. They obviously are not concerned about the possibility of another earthquake with the possible result of loss of life, as well as the economic results that would take place. This is the same group who held up the rebuilding of the Cypress Freeway that became an extremely expensive venture with equally expensive results on the commuters, air quality, loss of work hours and quality of life for many East Bay residents. The new Cypress Structure is an example of "pork" when it comes to public works projects and the political process. If only we had known the financial results, many local cities would never have supported the change in alignment and economic results.

If Oakland, Alameda et al feel they deserve a "world class design" I suggest they determine how "they" will pay for it, rather than by the extension of our tolls. If Oakland wants a park, let them build it and pay for the upkeep. Contra Costa County Cities preferred the viaduct bridge as it is the most cost-effective, earthquake-proof and actually allows for better views.

I recommend that the Metropolitan Transportation Commission proceed posthaste with their job and approve a design immediately. They hired a large number of professionals and they need to listen to the professionals.

Sincerely,

Johnny F. Palmer
Mayor

THE PEOPLE ON THE BUS

June 19, 1998

Chair Mary King and Members
Bay Bridge Design Task Force
Metropolitan Transportation Commission
Oakland, California

Re: Transbay Terminal and Ramps

Dear Chair King and Members:

We feel compelled to write you once again, to remind you that the transbay bus riders represented by this organization adamantly urge you to reject the staff recommendations concerning the Transbay Terminal. As you heard from all those bus riders last November at PG&E, the terminal is just fine where it is. A down-sized, less convenient, new terminal would not serve public transportation in the region.

Staff's recommendation that the possibility of relocating the terminal be left on the table should be rejected: The debate has continued now for at least six years and nothing has changed. San Francisco will not and cannot overcome the objections of the East Bay residents whose toll payments would be used for this misguided project. Please, please, put an end to this idea, so that we can all get on with planning the necessary upgrades to the terminal we want to keep.

Finally, as you know, AC Transit buses operate very easily between the bridge and the terminal in San Francisco. Now, Caltrans plans to destroy that efficiency by demolishing one of the ramps. It is doing so in the name of seismic safety, but, in fact, for the purpose of encouraging San Francisco's efforts to relocate the terminal. Please recommend that the Commission take whatever action it can to stop Caltrans' plan.

Sincerely yours,
The People on the Bus

Karen Ackerman, President
415/263-7310

POBBBDT2.LTR

PO Box 190310
Rincon Station
San Francisco, CA 94119

OFFICE OF THE MAYOR
SAN FRANCISCO

WILLIE LEWIS BROWN, JR.

June 22, 1998

The Honorable Mary King
Chair, MTC Bay Bridge Design Task Force
101 Eighth Street
Oakland, CA 94607-4700

Dear Supervisor King:

I am writing at this time to support a request by my East Bay colleagues to postpone the vote on the Bay Bridge replacement project pending further discussion and review. There is no need to rush into a final decision as the current East Span is presently in the process of being retrofitted prior to its replacement. Careful and thoughtful consideration should be given by the region in order to build a new Bay Bridge that will accommodate the needs of the citizenry well into the 22nd century. With an estimated cost of $1.5 billion, the job must be done right the first time and must take into account the concerns of the region as a whole.

Specifically, I am concerned about the future development of Treasure Island and Yerba Buena Island and the impact the currently proposed design will have on the Treasure Island reuse plan adopted in July of 1996. The most recent plans presented by Caltrans significantly impact San Francisco's ability to make the Treasure Island Project financially self-sustaining and have adverse environmental and historic preservation consequences. In addition to these concerns, I also believe that further studies should be done with respect to rail and bike and pedestrian access.

Accordingly, I ask that we defer the decision on the Bay Bridge replacement project as well as issues such as the Transbay Terminal until regional consensus is reached. Let us work together on the most important regional transportation undertaking of the century and build a bridge that will meet the needs of the entire region and be cherished for generations to come.

Thank you for your leadership and for your consideration of San Francisco's tremendous concerns regarding the Bay Bridge replacement project.

Sincerely,

Willie L. Brown, Jr.
Mayor

401 VAN NESS AVENUE, ROOM 336, SAN FRANCISCO, CALIFORNIA 94102
(415) 554-6141

GOVERNOR PETE WILSON

June 23, 1998

Mr. James P. Spering
Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607-4700

Dear Chairman Spering:

As the Metropolitan Transportation Commission (MTC) acting in it's capacity as the Bay Area Toll Authority prepares to select the design for a new bridge to span San Francisco Bay between Oakland and Yerba Buena, I am writing to extend my sincere thanks to the MTC and all those involved in this decision making process. It is clear to participants and observers alike that this has been a challenging and productive process comprised of detailed technical scrutiny and extensive public discussion.

While attention to aesthetic design is very important to such a landmark, the new span of the Bay Bridge is needed first and foremost to provide motorist with a greater level of protection from seismic activity. The Bay Bridge Design Task Force has taken all such issues into consideration, including the review of an array of design options, and now presents the MTC with an opportunity to continue to provide leadership for this critically important project. Every day of delay potentially exposes the public to unnecessary risk.

With this in mind, I strongly urge the Commission vote to select from the existing design options presently before you and allow this project to continue without interruption.

Once again, thank you for the time and effort you have dedicated to this endeavor.

Sincerely,

Pete Wilson

PETE WILSON

STATE CAPITOL • SACRAMENTO, CALIFORNIA 95814 • (916) 445-2841

OFFICE OF THE MAYOR
SAN FRANCISCO

WILLIE LEWIS BROWN, JR.

TREASURE ISLAND PROJECT
410 AVENUE OF THE PALMS
BUILDING 1, 2ND FLOOR
TREASURE ISLAND
SAN FRANCISCO, CA 94130
(415) 274-0660
FAX (415) 274-0299

June 23, 1998

Hon. James Spering,
Chair, Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Hon. Mary King
Chair, MTC Bay Bridge Task Force
101 Eighth Street
Oakland, CA 94607-4700

Dear Chairman Spering and Supervisor King:

The Treasure Island Development Authority has reviewed plans for the recommended design and alignment of the East Span of the Bay Bridge. We are concerned that this proposal may cause significant disruption and damage to the reuse and redevelopment of Yerba Buena and Treasure islands

Treasure Island is subject to the state Tidelands Trust, which limits new development to public and maritime-related uses. As a natural island, Yerba Buena, is not subject to the Trust or these limitations, and thus holds the greater promise for new projects that can contribute to the economic vitality and sustainability of the redevelopment project as a whole. Caltrans has informed us that construction of the new bridge will require extensive grading of Yerba Buena Island, removal of trees and other mature vegetation, placement of between 30-40 footings and pilings for each deck, and a large construction staging area on the island and in Clipper Cove.

During construction, it is unlikely the Authority will be able to make the Nimitz House, the torpedo factory and the other landmark buildings on Yerba Buena Island available for special events, resulting in a substantial loss of income. After construction, these facilities may be so heavily impacted by the new bridge that they are undesirable and unusable. The Authority also leases the former Treasure Island hangars as sound stages to the film and television industries; will begin leasing 660 units of housing on Treasure and Yerba Buena islands as early as this fall; and is about to expand the Treasure Island Marina from 100 to 500-800 slips. These activities will also suffer during and after construction of the new East Span.

Clearly we have cause for concern. The Authority requests that MTC delay action on the Caltrans recommendation, so that alternative designs and alignments may be considered and evaluated.

Sincerely yours,

Dale Carlson
Chairman of the Board and President
Treasure Island Development Authority

DC:jr

OAKLANDERS FIRST

For Change

June 24, 1998

To the Members of the Metropolitan Transportation Commission:

The proposal before you for the replacement of the east span of the Bay Bridge is fatally flawed and should be rejected. Caltrans and the Engineering and Design Advisory Panel (EDAP) have simply not created a world class bridge, which would mark Oakland and the East Bay in the way that the Golden Gate Bridge symbolizes San Francisco. In fact, this entire bridge replacement process has been undertaken in a piecemeal fashion, starting with the attempted "signature span" at Yerba Buena Island tied to the bland viaduct leading to Oakland.

The resulting design is little more than Caltrans' rejected "freeway on stilts" with the addition of half of a suspension bridge equivalent to 15% of the bridge's total length. Professor T.Y. Lin calls this: "a monument to engineering ignorance, if not stupidity" that will make the Bay Area a "laughingstock."

The year's hard work, however, has not been lost because it has served to distill difficult aesthetic, environmental and structural issues. EDAP'S workshop uncovered important ways in which the new bridge's foundation could be made to work in the difficult geology of the bay. It determined that Caltrans' original proposed alignment was seriously flawed -- founded in the old Temescal outwash - and as a result the possible alignments and placement points for a tower were narrowed.

More to the point, the public has now been brought into the discussion through widespread media attention and the mayors of the major cities adjacent to the project have articulated their firm preference for a different design.

You are now in a position to write a brief for an international competition that could attract the finest architects and engineers in the world. The goals are known, the geology is understood and the budgetary targets established. Please rise above the ordinary and vote for an international competition for the design of the new bridge. The competition should be open to all entrants and be judged by an impartial panel. The panel would select five entries and these would be funded for further development. No more than six months should be needed.

This approach would bring about an integrated solution to the many issues that the bridge design poses. The entrants would be required to design the *entire* bridge from mainland to island – not just the small section at Yerba Buena Island. They would be required to include the land areas around the end points of the bridge and make proposals for their use.

A great bridge doesn't take any longer to design than a mediocre one; it just takes time well spent. Proceeding down the recommended path of "business as usual" will not save time; it will cause interminable delays and produce the opposite of timely construction.

With respect,

Jerry Brown

200 Harrison Street Oakland CA 94607 (510) 893-2684 fax: (510) 893-2545 www.jerrybrown.org

June 18, 1998

Supervisor Mary King
Chair, Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607-4700

Dear Supervisor King,

We, the undersigned East Bay community leaders, are writing to express our mutual concerns that the Bay Bridge Eastern Span design process to date has not produced a world class design that establishes a sense of gateway and place for the East Bay. The East Bay communities expect and deserve a world class design that is oriented towards people and provides quality public access and amenities.

We believe that it is urgent and imperative that the Metropolitan Transportation Commission require that: 1) further analysis and alternative designs be developed on the viaduct section of the bridge to make it look like a bridge instead of a freeway overpass; 2) a bicycle/pedestrian lane(s) be included; 3) provisions for commuter rail be built into the framework of the bridge and that an analysis be done to examine inclusion of a heavier rail on the bridge that will not eliminate a vehicle lane; 4) public access be provided to a park/interpretive center at the base of the bridge that directly connects to the regional bicycle/pedestrian paths, local roads, and Interstate 80; and 5) the Transbay Terminal and associated ramps be maintained in their current location to effectively accommodate the needs of the transbay customers.

We want the Metropolitan Transportation Commission and Caltrans to postpone the approval of a final bridge design until all of these issues have been thoroughly evaluated and formally addressed in the design approval process.

Sincerely,

ELIHU M. HARRIS
Mayor, City of Oakland

SHIRLEY DEAN
Mayor, City of Berkeley

KEN BUKOWSKI
Mayor, City of Emeryville

for RALPH APPEZZATO
Mayor, City of Alameda

PATRICIA WHITE
Mayor, City of Piedmont

BRUCE MAST
Mayor, City of Albany

DON PERATA
Assemblyman, District 16

MATT WILLIAMS
President, AC Transit Board

c: **Bay Bridge Design Task Force**
Sharon J. Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa

Steve Heminger, MTC
James W. van Loben Sels, Caltrans
Denis Mulligan, Caltrans
Brian Maroney, Caltrans

Metropolitan Transportation Commission
Keith Axtell
Jane Baker
James T. Beall, Jr. (Vice Chair)
Dorene M. Giacopini
Mary Griffin
Stephen Kinsey
Jean McCowen
Charlotte B. Powers
James P. Spering (Chair)
Kathryn Winter
Sharon Wright
Harry Yahata

Assemblywoman
Dion S. Aroner

Councilmember
El Cerrito

LETTERS IN SUPPORT OF THE SUSPENSION DESIGN

RUBIN GLICKMAN ATTORNEY

Steve H.

June 19, 1998

MTC Commissioners
101 Eighth Street
Oakland, CA 94607-4700
Fax # 510-464-7848

Dear Commissioners;

I have had the opportunity to review the Staff Recommendations of Bay Bridge Design and Amenities memo and also to compare the two proposed designs for the subject bridge. As a former MTC member, I am very interested in transportation issues and as a resident of the City of San Francisco very much interested in this exciting new east span.

I strongly urge your task force to follow the recommendations of your EDAP panel in recommending the suspension bridge as the preferred bridge type for the new east span of the San Francisco-Oakland Bay Bridge. A steel tower suspension bridge is much safer than the rejected cable-stayed scheme in an earthquake of the magnitude expected to hit the Bay Area. It is a distinctive solution that beings beauty, context, and a unique engineering challenge to the Bay Area.

I look forward to this new exciting structure and appreciate the efforts that you have gone through to finalize this matter

Very Truly Yours,

Rubin Glickman

Dear Ms. King,

With great interest, I have followed the design process of the new Bay Bridge, notably the signature structure (which I can see from my window). To my surprise the press has been largely negative, while in my opinion the chosen design deserves praise. I hope the Panel will support the engineer's recommendation of a single tower suspension bridge with a bicycle path.

The reasons for my strong support for the suspension bridge are the following:

1. A suspension bridge is simply the best design. Unlike a cable-stayed bridge, it fits in with the other bridges of the bay. At the same time, it is thoroughly modern with it's single tower and splaying cables.

2. As an engineer friend explained, a suspension bridge is inherently seismically better than a cable-stayed bridge because it is more flexible. As someone who uses the bridge on a regular basis, this peace of mind is priceless. I'll gladly pay a few more dollars in bridge tolls to know that my life is in good hands.

3. The suspension bridge has a steel tower. Steel is stronger, more resilient and less brittle than concrete (as proposed for the cable-stayed bridge). I can already imagine pieces of concrete falling on cars during the next earthquake. In my mind their is no choice. Steel is the way to go, even if it costs more.

4. The asymmetry of the suspension bridge really works well with the site. A short span over land (where you don't need long spans) and a long span over the shipping channel make total sense. The bridge as it were reaches out over the water. The function of the bridge is beautifully expressed in its design. In the newspaper, I read that someone said the cable-stayed bridge should get a chance to be redesigned to have that same asymmetry. However, such a bridge would still not fit in with the other Bay Area bridges, and in my opinion that effort would be a waste of taxpayers' money.

5. The suspension bridge has a beautifully sculptured steel tower. Its material as well as its prismatic shapes tie in with the other Bay Area steel bridges, without copying them. Steel shines and reflects light in ways concrete's dull surfaces (of the cable-stayed bridge) never could. The ever changing skies of the bay will enhance the beauty of the tower in a play of light and shadows.

6. The cables of a cable-stayed bridge are too skinny. From a distance, as most people will see the bridge, you won't be able to see them. What you'll see are two decks with a pole in the middle, hardly a "signature structure". The main cables of the suspension bridge however can be seen from miles away. A good example are the cables of the Golden Gate Bridge which can clearly be seen from I-80, about 11 miles away!

7. To me, a safer bridge is priceless. If a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Period. Imagine grand jury proceedings after a major quake revealing that a safer alternative was available and within reach, but was not chosen because of penny pinching.

8. The suspension bridge may be more expensive than a cable stayed bridge, but in the scheme of things, that's a small price to pay. We will be looking at this bridge for a few centuries. It is clearly the right choice for this location. Our children and grand children won't remember what it cost to build, but they will look at the bridge every day. Good design is worth the price. Just look at the Golden Gate Bridge.

9. At a public hearing, the engineers said the suspension bridge could be built six months faster than the cable-stayed bridge. With "the big one" due any time soon, every day counts. It's almost been 10 years since Loma Prieta, I can't believe we haven't started construction on a new bridge yet. If it costs a bit more to get it done faster, that's worth it.

10. At a public hearing people kept asking about light rail and heavy rail. I even heard an idea to possibly later convert the bike path to a commuter rail lane. That doesn't make any sense. The tunnel and the west bay bridge are only 5 lanes wide, so if you want to turn a lane into a commuter rail line, it should be one of the five roadways. Please don't allow the bike path to be turned into a railway line. Let's keep it for

bikes and pedestrians.

It's been nine years since Loma Prieta, time to stop fussing around. No design will please everyone. The design you have before you is good, let's get started. We need a safer bridge, fast.

Once again, please vote for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5 billion budget.

Sincerely,

Will Kneerim

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Fax: (510) 464-7848

June 20, 1998

re: NEW BAY BRIDGE

Dear Ms. King,

I would like to express my strong support for the suspension bridge.

It is my understanding that a suspension bridge is inherently seismically better than a cable-stayed
bridge because it is more flexible. As someone who uses the bridge on a regular basis, this peace of mind is priceless. I'll gladly pay a few more dollars in bridge tolls to know that my life is in good hands.

I have been a Bay Area resident all my life. I experienced the Loma Prieta earthquake and its aftermath. I have watched and WAITED as governmental bodies have tried to identify the right solution for the eastern span. After nearly 10 years you now have a design that is safe. It may be somewhat more expensive than other designs, but if a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Period.

Additionally, as a tax payer and a resident of the Bay Area, I am insulted by the last minute political maneuverings of the S.F. and Oakland city governments. They clearly want to be part of the problem, not the solution. As a mere observer, they seem to have alternate agendas that are beyond the bridge project itself. Do not succumb to their nonsense.

Make a decision now, before another earthquake hits and more lives are lost. Please select the suspension bridge. It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5
billion budget.

Thank you.

Sincerely,

Jodi Klein
650-937-6815

KIM NGUYEN
435 Joost Ave.
San Francisco, CA 94127
(415) 469-7978

6/21/98

Dear Metropolitan Transportation Commission:

I am writing to you re: the SF Oakland Bay Bridge seismic retrofit project. I support the single tower suspension bridge.

Every day, I commute to the East Bay via the Bay Bridge. Fortunately for me, I was working and living in San Francisco during the 1989 Loma Prieta earthquake. I was not overwhelmingly impacted by the closure and repair of the Bay Bridge. Nonetheless, the image of the collapsed section of the bridge remains vivid in my mind.

I understand that the suspension bridge is safer because of its steel tower and because of its flexibility. As someone who crosses east and west on the Bay Bridge on a daily basis, I would be willing to pay a higher toll if it were to provide me with some peace of mind. And given that earthquakes are quite common in our state, I believe that we need to do whatever we can to prevent and prepare for disaster.

Please feel free to contact me with any questions.

Sincerely yours,

Kim Nguyen

21 June, 1998

MTC
101 Eighth Street
Oakland, CA 94607

re: NEW BAY BRIDGE

To whom it may Concern:

With great interest, I have followed the design process of the new Bay Bridge, notably the signature structure. To my surprise the press has been largely negative, while in my opinion the chosen design deserves praise. I hope the Panel will support the engineer's recommendation of a single tower suspension bridge with a bicycle path.

Cable-stayed bridges may be new to California, but around the world they are a dime a dozen. I am especially excited that the panel recommended including a bike/pedestrian path. I urge you to support the engineer's recommendation of a single tower suspension bridge with a bicycle path.

I have read that the suspension bridge has a steel tower. Steel is stronger, more resilient and less brittle than concrete (as proposed for the cable-stayed bridge). I can already imagine pieces of concrete falling off the cable-stay's concrete towers during a quake and falling on cars. In my mind there is no choice. Steel is the way to go, even if it costs more.

To me, a safer bridge is priceless. If a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Period. I remember October 4, 1989, and listening to the radio from a co-worker's car that a section of the Bay Bridge had collapsed. It was nauseating news.

The suspension bridge has a steel tower. I heard money could be saved by going to a concrete tower. Having seen the difference in damage between concrete and steel viaducts after Loma Prieta, there is no question in my mind that the extra expense of a steel tower is worth every penny. Steel is a flexible material, and you can easily repair and reinforce it by welding on pieces. We should not be penny-wise and pound foolish.

Please select the single-tower suspension bridge. At a public hearing, the engineers said the suspension bridge could be built six months faster than the cable-stayed bridge. With "the big one" due any time soon, every day counts. It's almost been 10 years since Loma Prieta, I can't believe we haven't started construction on a new bridge yet. If it costs a bit more to get it done faster, that's worth it.

Sincerely yours,

Tracey Yim
203 B Bartlett St.
San Francisco, CA 94110

E D W A R D F . E N R I Q U E Z
2 0 3 B B A R T L E T T S T .
S A N F R A N C I S C O , C A 9 4 1 1 0

June 21, 1998

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607

re: San Francisco Oakland Bay Bridge Seismic Retrofit

Dear Ms. King,

I would like to express my strong support for the suspension bridge.

You are to embark on a historic vote next week when you will select the final design for the new east bay bridge. After years of designs, a beautiful bridge has emerged, and I urge you to vote in favor of the single tower suspension bridge.

The asymmetry of the suspension bridge really works well with the site. A short span over land (where you don't need long spans) and a long span over the shipping channel make total sense. The bridge as it were reaches out over the water. The function of the bridge is beautifully expressed in its design. In the newspaper, I read that someone said the cable-stayed bridge should get a chance to be redesigned to have that same asymmetry. However, such a bridge would still not fit in with the other Bay Area bridges, and in my opinion that effort would be a waste of taxpayers' money.

The suspension bridge may be more expensive than a cable stayed bridge, but in the scheme of things, that's a small price to pay. We will be looking at this bridge for a few centuries. It is clearly the right choice for this location. Our children and grand children won't remember what it cost to build, but they will look at the bridge every day. Good design is worth the price. Just look at the Golden Gate Bridge.

At a public hearing people kept asking about light rail and heavy rail. I even heard an idea to possibly later convert the bike path to a commuter rail lane. That doesn't make any sense. The tunnel and the west bay bridge are only 5 lanes wide, so if you want to turn a lane into a commuter rail line, it should be one of the five roadways. Please don't allow the bike path to be turned into a railway line. Let's keep it for bikes and pedestrians.

Please vote for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5 billion budget.

Sincerely yours,

Edward F. Enriquez

June 20, 1998

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607

Dear Mrs. King,

I would like to express my SUPPORT FOR THE SINGLE TOWER SUSPENSION BRIDGE.

As a taxpayer and life-long resident of the Bay Area, I want a bridge that is SAFE, first and foremost. No matter the price, (the extra $50 million the suspension bridge is expected to cost will be recouped in the first 6 months of operations by a $1 increase in toll) a seismically safe design is a must!!!! No lives should be lost in the name of an elegantly designed cable-stayed bridge.

Furthermore, concrete is not the most flexible of materials, it is certain that in an earthquake a steel tower like the suspension bridge requires will be more flexible and withstand shaking better than a brittle concrete pole.

Recently local mayors have wanted to slow the decision making process. Where have they been for the last nine years? There has been plenty of notice and time available for their input. NOW is the time for a decision before another earthquake hits. Build the safest, vote for the suspension bridge.

Thank you, Sincerely

Eva Field

Eva Field
650-347-0491

Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607

June 20, 1998

re: DESIGN CHOICE FOR NEW BAY BRIDGE

Members of the Design Task Force,

I would like to express my SUPPORT FOR THE SINGLE TOWER SUSPENSION BRIDGE.

In my opinion the suspension bridge is the best design choice for the following reasons. The suspension bridge has a steel tower. Steel is far stronger, more resilient and less brittle than the proposed concrete cable-stayed tower. I can readily imagine pieces of concrete falling off the towers during an earthquake, whereas the steel towers will only sway. Furthermore the suspension bridge is modern, light and elegant and will fit in with the other bridges presently spanning the bay. The suspension bridge also allows for a wider shipping channel than the cable-stayed bridge. Certainly we do not want to lose more shipping business to Seattle or San Pedro than we already have. We need to ensure that we do not hamper future waterfront developments (i.e. cruise-ship terminals in Alameda or Oakland) by our lack of vision today.

Personally, as a taxpayer and life-long resident of the Bay Area, I want a bridge that is SAFE, first and foremost. I feel the extra $50 million is worth every penny if the bridge can withstand an 8.4 earthquake. No lives should be lost for what some people are saying is the more elegant look the cable-stayed design offers. GO WITH THE MOST SEISMICALLY SAFE DESIGN, the suspension bridge.

Almost ten years have gone by since Loma Prieta, it's time to make a decision. Please vote for the suspension bridge. I think you will sleep well knowing that you built the best for the 21st century and beyond.

Thank you, Sincerely

Richard Klein
Klein & Co.
633 Clement Street
San Francisco, CA
415-751-2053

T.M.J.J.M. MARTENS

San Francisco, June 21,1998

Mary King
Chair, Bay Bridge Design Task Force
MTC
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Fax: (510) 464-7848

Re: San Francisco Oakland Bay Bridge Seismic Retrofit

Dear Ms. King

I would like to express my strong support for the suspension bridge.

A suspension bridge is inherently seismically better than a cable-stayed bridge because it is more flexible. As someone who uses the bridge on a regular basis, this peace of mind is priceless. It has a steel tower. Steel is stronger, more resilient and less brittle than concrete (as proposed for the cable-stayed bridge).

The asymmetry of the suspension bridge really works well with the site. A short span over land (where you don't need long spans) and a long span over the shipping channel make total sense. The bridge as it were reaches out over the water. The function of the bridge is beautifully expressed in its design. It has a steel tower. It's material as well as it's prismatic shapes tie in with the other Bay Area steel bridges, without copying them. Steel shines and reflects light in ways concrete's dull surfaces (of the cable-stayed bridge) never could.
In the newspaper, I read that someone said the cable-stayed bridge should get a chance to be redesigned to have that same asymmetry. More than anything else, this is a big compliment on the suspension bridge and a money saver in itself, considering the valuable time and costs involved to make a cable-stayed bridge up to par, which would still lack the safety of the steel suspension bridge.

The suspension bridge has a wider shipping channel than the cable-stayed bridge. The Bay Area will always be linked with maritime uses. Limiting the usefulness of the shipping channel for the next couple of centuries does not make good politics in my opinion. What about future developments such as a cruise-ship terminal in Alameda or Oakland?

Most important to me is: a safer bridge is priceless. If a more expensive bridge saves lives, or reduces the likelihood of a bridge closure after a major quake, it should be built. Imagine grand jury proceedings after a major quake revealing that a safer alternative was available and within reach, but was not chosen because money prevailed in our conscience?

2155 JONES STREET • SAN FRANCISCO • CA 94133
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E-MAIL: T_M_J_J_M_MARTENS @COMPUSERVE.COM

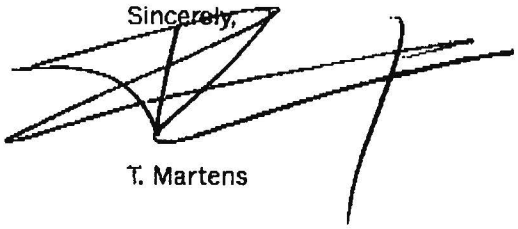
Money could be saved by going to a concrete tower. Having seen the difference in damage between concrete and steel viaducts after Loma Prieta, there is no question in my mind that the extra expense of a steel tower is worth every penny. Steel is a flexible material, and you can easily repair and reinforce it by welding on pieces.

It's almost been 10 years since Loma Prieta, I can't believe we haven't started construction on a new bridge yet. Moreover that yet another delay is in the realm of possibilities. Let's not delay, and get going. Our lives depend on it! If it costs a bit more to get it done faster, that's worth it.

At a public hearing people kept asking about light rail and heavy rail. I even heard an idea to possibly later convert the bike path to a commuter rail lane. That doesn't make any sense. Why not turn one of the roadway lanes in a commuter rail line?

Once again, please vote for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, is visible from a larger distance, has a wider shipping channel and is faster to build. The added cost is minor in view of the overall $1.5 billion budget.

Sincerely,



T. Martens

Steve H

June 21, 1998

Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California

Dear Bay Bridge Design Task Force:

Since I am unable to attend in person the public hearings on June 22 regarding the proposed Bay Bridge design, I would like to register my comments in writing.

I am a resident of Piedmont, and have commuted across the Bay Bridge for 23 years on the AC transit bus to my office which is in the Bank of America headquarters in San Francisco. Therefore, the efficiency and safety of the Bay Bridge is of utmost importance to myself and all of my colleagues from the Bay Area who must cross the Bay Bridge each working day.

Having lived through several disasters in the Bay Area -- including the earthquake and the Oakland fire -- I am very sensitive to the safety features of the Bay Bridge proposed designs as well as the ability to move traffic efficiently across the Bay Bridge in times of emergency as well as during normal working times.

Also, I am Chief Economist for Bank of America and am very well aware of the costs to the Bay Area economy of not having an efficient transportation system. Currently, I feel that the Bay Area is close to gridlock conditions which is proving very costly to our economy.

I strongly support the suspension bridge proposed design for two reasons:

> First, it is reported to represent the latest advances in bridge and seismic design. I cannot over emphasize the importance of safety in the design of the Bay Bridge. I think this should be the foremost priority in all considerations.
>
> Second, the suspension bridge is far superior in visual appearance and design features and will add substantially to the esthetic value of the Bay Area. Whatever is built will probably be standing for the next century. It behoves us to leave as our legacy to future generations the best that we can possibly construct.

I know that there are considerations of cost differentials between the two proposed designs. However, as a professional economist who is well acquainted with cost estimating alternative large public projects, I would urge caution in making those cost comparisions.

I would point out that proposed lower cost alternatives generally do not turn out to be as cost effective as initially proposed. We know that there is a great deal of uncertainty in constucting public projects as large as the proposed Bay Bridge. All too frequently decisions are made to construct an alternative proposed lower cost project and the end result is that the lower cost alternative is just as expensive as the purported higher cost alternative.

In conclusion, I think the decision regarding the Bay Bridge should be based on the design that offers the most advanced seismic safety and latest design and technical features that are available.

Most respectively,

John O. Wilson
Executive Vice President
and Chief Economist
Bank of America

THOMAS LAUDERBACH
DEVELOPMENT
CONSULTANT

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
510 464-7848 FAX

RE: NEW BAY BRIDGE

Dear Members of the Metropolitan Transportation Commisssion:

I would like to express my strong support for **the single tower suspension bridge** with a bicycle path.

- The design of the suspension bridge fits in with the other bridges of the bay while modernized with it's single tower and splaying cables. It's tower is light and elegant.
- A suspension bridge is inherently seismically safer than a cable-stayed bridge because it is more flexible.
- The suspension bridge's steel tower is preferable over the cable-stay's concrete which can break off during a quake and fall on cars passing below.
- The asymmetry of the suspension bridge really works well with the site, rising up with a short span over the tidal mud flats on Oakland to a long span reaching out over the water and the shipping channel to meet the steep slopes of Yerba Buena Island.
- The suspension bridge creates a wider shipping channel than the cable-stayed bridge. As ships get larger and the maritime industry in the Oakland and Alameda expands, the wider channel will be more accomodating and safer in the future.
- The suspension bridge may be more slightly more expensive than a cable stayed bridge. However, the extra cost will result in a safer bridge, more flexible and without the possibility of concrete chunks spalling and crashing onto the cars below.

3310 ESMOND AVENUE RICHMOND CA 94805
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Also, public construction cost estimates of public projects have been historically and notoriously unreliable. We could easily discover in a couple of years that the acutal costs are significantly different than today's estimates.

- Regarding arguements recently advanced in the newspapers from both the East Bay and San Francisco mayors, I liken them to the "tobacco bill" recently sunk in Congress. Adding costs of parks, Yerba Buena Island redevelopment efforts, and perhaps even providing for a light rail in place of the bicycle and pedestrian path are inappropriate for the bridge replacement budget and threaten to sink the entire project.

I encourage your support for the single-tower suspension bridge (with a bike path). It's safer, fits in better with the other Bay Area bridges, has a wider shipping channel. The added cost is minor in view of the overall $1.5 billion budget. Thank you for your consideration of my opinion.

Sincerely,

Thomas Lauderbach

TO STEVE HEMINGER, MTC, FAX 510-464-7848
FRM: J. KRIKEN

1248 Waverley Street,
Palo Alto, CA 94301 650-462-1812

June 23, 1998

To: the Editor, The San Franciso Chronicle,

In his glory days, a generation or so ago, Allan Temko fought and won many battles with Caltrans in the pages of the Chronicle. He does not seem to realize that the times have changed: for fifteen months the MTC has been managing a design selection process that has bent over backwards to ensure that every stakeholder in the bridge design had an opportunity to influence the process. I know, because I am a member of Allan's "very uneven advisory panel"..

Every decision that the late-coming editorial writers, politicians and Allan himself are now complaining about, with the aid of an often ignorant media that thrives on controversy and discord, has evolved through careful discussion and analysis: the reason for the single tower- primarily geological- the opportunity to make this a symbol of the approach to the east bay, the rationale for the simple viaduct approach to Oakland, the twin separated roadways. And so on

The chosen design is not a Caltrans design. It develops a generic concept following guidelines that were published by MTC and extensively discussed by the review panel some 14 months ago.

During this process, Allan has attended the design review meetings and sat mutely by, choosing only to complain with typical fuzzy hyperbole one day before the MTC vote. Indeed, the only group that really seemed to understand the process were the cyclists, who presented clear and useful information and argument to the review panel with the result that they are getting all that they asked for.

The inevitable cries of skullduggery are absurd: in selecting the review panel it was probable that some might eventually end up on a design team. There are plenty of completely independent members on the panel to ensure that no favors were granted, and the panel had a number of members from abroad who made significant contributions to the discussions. In choosing the final contractor Caltrans also had to be sure that the team had the capability to carry through a complex design from beginning to end. An international competition would not only use a lot of time but there is no guarantee that a winning design will be affordable or even buildable.

Allan gives himself away in his call for a world -class design in his list of names: what he wants is a design by a fashionable and trendy European architect like Norman Foster, a fine architect like Renzo Piano who does not design bridges, or the brilliant architect-

engineer Calatrava who has designed a number of flashy small bridges in non-seismic areas.

Allan is right: we can do better: we will do it by continuing the process and using the review panel to refine the design as it proceeds, listening to people who have useful comments to make. The concerns of Professor Astaneh need to be taken seriously: this is, perhaps the next order of business, because this bridge is first and foremost a promise to the Bay Area that for the next one hundred and fifty years the link to the east bay will be safe and continuous.

Christopher Arnold, FAIA, RIBA
Architect

Abolhassan Astaneh-Asl[1], Ph.D., P.E.,
781 Davis Hall, University of California, Berkeley, CA, 94720-1710
Phone: (510) 642-4528, Fax: (510) 643-5258, e-mail: astaneh@ce.berkeley.edu

Submitted to: Metropolitan Transportation Commission: James P. Spering (Chair), James T. Beall, Jr. (Vice Chair), Keith Axtell, Jane Baker, Sharon J. Brown, Mark DeSaulnier, Dorene M. Giacopini, Mary Griffin, Elihu Harris, Tom Hsieh, Mary V. King, Jean McCown, Charlotte B. Powers, Jon Rubin, Angelo J. Siracusa, Stephen Kinsey, Kathryn Winter, Sharon Wright, Harry Yahata, and;
cc: The Honorable Governor Wilson

Date: June 24, 1998

Subject: Concerns on Seismic Safety of the New East Bay Bridge Design

The Honorable Commissioners:

I had faxed the attached letter (Attachment 1) to the MTC-Bay Bridge Design Task Force (Mary King, Chair) on June 21, 1998 and attended the June 22 meeting of the Task Force. In the letter, I had expressed my concerns about seismic safety of the proposed "self-anchored, single tower" suspension bridge. I took my 2 minutes of public comment time to reiterate my concerns at the meeting hoping that the Task Force will consider them in their deliberations.

During the discussion time of the Task Force before the vote was taken, Commissioner Hsieh asked MTC staff , Mr. Steve Heminger, to respond to my assertion that " There are no major bridges built using this system and there is no experience and data on seismic performance of such a system." Mr. Heminger had provided the Task Force members with a list of 22 self-anchored suspension bridges with a photo of the Konohana bridge in Japan [Attachment 2]. Mr. Heminger then responded to Commissioner Hsieh that:

> *".... One thing I'd like to point out, and I've had the opportunity to review Professor Astaneh's letter, there is a sentence that says there are no major bridges built using this system, and there is no experience and data on seismic performance in such a system. Well, it seems to me this list refutes the first part of that statement, and, as I indicated, and as was indicated by another speaker, the photograph that is attached to your list is of the bridge in Japan that survived the Kobe earthquake. So there is experience, and there is data on the survivability of these structures, the Konohana bridge in Japan is in Kobe and survived the 1995 Kobe earthquake.." [Excerpts from the transcript of the meeting proceedings, full text on this item is in Attachment 3]*

The above response was not based on facts. In the aftermath of Kobe earthquake, I went to Kobe and for 12 days investigated damage to bridges. The Konohana bridge is not in Kobe and is in Osaka, a nearby city not affected by the Kobe earthquake with almost no damage to any facility. I have provided photos and information on this bridge in Attachment 4. There are no similarities between the Konohana bridge and the new East Bay bridge. The bridge is not a major bridge on highways. It only connects a highway to a man- made island, has only four lanes and very light traffic. I am very familiar with this bridge. I have studied documents explaining design , especially seismic design of this bridge.

The only other bridge in Mr. Heminger's list that is located in seismic area, is Kiyosu bridge (circa 1928) with a main span of 300 feet and double tower which for single tower the main span is only 150 feet [See attachment 4]. This bridge has no relevance whatsoever the New East Bay bridge.

Other than Konohana bridge, the only other modern bridge in the list provided to you by MTC staff is Young-Jong bridge in Seoul, Korea. Seoul is not a serious seismic zone and until recently they were not even designing their bridges there for seismic effects. I have attached information on this bridge as well. The bridge is not a major bridge similar to the East Bay bridge. The Korean bridge connects a highway to the new Airport.

Since, you may have base your vote on the inaccurate information provided by MTC Staff at June 20, 98 meeting, which was also reflected in the press (Oakland Tribune, 6/23/98), I felt compelled to provide you with factual information.

The process of approving this design, from safety point of view, as I see it, is very similar to the case of design of Tacoma-Narrows bridge [Attachment 5]. The bridge, a 2800 feet main span suspension bridge, was designed by one of the most eminent bridge engineers of all times; Leon Moisseiff (who also had led the design of SFOBB). However, during the review process, a lone voice of Theodore L. Condron persistently expressed his concern about wind safety of the bridge. But, his concerns were ignored. The bridge was completed and opened in July 1940 and in November of the same year, during a windy day the main span collapsed (info fom: Engineers of Dream, by Henry Petroski, Alfred A. Knopf, Publishers, N.Y.).

There is no experience on actual seismic performance of this bridge and based on my recent evaluation of seismic safety of this bridge, I am of the opinion that this system has many inherent flaws that may not be possible to remove during the final phase and make it a seismically safe bridge as one have led to believe.

I plead with you and the Honorable Governor Wilson, to consider questionable seismic safety of this bridge in your decision making and do not approve this design.

Sincerely yours,

Abolhassan Astaneh-Asl

1. A. Astaneh-Asl is a professor of structural engineering at the University of California, Berkeley. His area of specialty is seismic behavior and design of buildings and bridges. Since the 1989 Loma Prieta earthquake, he has been heavily involved in seismic studies and research as well as seismic design and retrofit of major bridges in California, Japan, New Zealand and Thailand. He has conducted several studies and testing of the East Spans of the Bay Bridge and the Golden Gate Bridge. He has been on the seismic retrofit design team of the Carquinez bridges and was a seismic advisor to retrofit design of Hayward San Mateo and Richmond San Rafael bridges. He, along with architecture Professor Gary Black designed a replacement for the East Spans of Bay Bridge. The opinions expressed here are solely those of the author and do not necessarily reflect the views of the University of California or agencies and individuals whose names appear here.

Attachment I

1/2

Abolhassan Astaneh-Asl[1], Ph.D., P.E.,
781 Davis Hall, University of California, Berkeley, CA, 94720-1710
Phone: (510) 642-4528, Fax: (510) 643-5258, e-mail: astaneh@ce.berkeley.edu

To: Mary King (Chair), Sharon Brown, Mark DeSaulnier,, Elihu Harris , Tom Hsieh, Jon Rubin, Angelo Siracusa, (Bay Bridge Design Task Force)

Date: June 20, 1998

Subject: Concerns on Seismic Safety of the New East Bay Bridge Design

The Chair and Members of the Task Force:

I have just completed an independent and careful study of the seismic safety of the "self-anchored" suspension bridge, the design that you are currently considering for replacement of the East Span of the Bay Bridge. Several major items about seismic safety of the proposed bridge gravely concern me. I am convinced that if the proposed self-anchored bridge is constructed and the Hayward Fault ruptures, there is a high probability that the resulting earthquake can severely damage this bridge and possibly cause partial or catastrophic failure of the main span (during construction and/or after completion). Even the design report:"30% Selection Report, May 98" prepared by the design team for Caltrans indicates that there will be structural damage to the main tower and possibly a permanent bend in the tower. Aslo, the design report raises the possibility of various failures under or around the foundations of main tower, which is supported on the steep slopes of the fractured Yerba Buena Island.

The SFOBB is perhaps the most important bridge in the U.S. with more than 285,000 cars crossing it daily. It is however, located between two major active faults. Given the fact that we know little about what kind of earthquakes can hit this bridge in the future, the damage it would sustain could be far more serious than anticipated. In my opinion, there is no rational in spending $1.5 billion to build a bridge of this importance using a highly questionable system that will very likely be unstable during a major seismic event.

Unlike regular suspension bridges, where main cables are connected to very large concrete anchor blocks, which are firmly embedded in the solid ground, in the proposed "self-anchored" suspension bridge, there are no anchor blocks. The main cables are connected to the deck of the bridge. There are no major bridges built using this system and there is no experience and data on seismic performance of such a system. In the literature, there is almost no information about this so-called self-anchored suspension bridge system. Only Niels J. Gimsing, one of the most prominent bridge engineers of the world and Professor at Technical University of Denmark, has a short paragraph on self-anchored suspension bridges in his book: "Cable Supported Bridges". He considers this system inferior to other bridge systems.

cont'd →

In addition to the possible overall instability of the proposed bridge, I am also concerned about the following:

- Supporting the main towers on piles instead of firm rock,
- connection of main span to skyway (which in current design may not survive large earthquakes and may result in collapse of the span)
- The performance of two decks separated from each other with more than50ft
- The joints connecting the main span to the rest of the bridge.

If at any of these weak points, the performance is not as the designers assumed, partial collapse can occur.

Knowing your commitment to public seismic safety, I hope you will give serious consideration to the issues raised. I plead with you to discuss the seismic safety of the existing East Bay spans at your next meeting. As you may know, Caltrans is spending more than $50 million to strengthen the existing East Bay structure. This prudent move on the part of Caltrans can ensure that if during the next 5-6 years a major earthquake occurs, people will not get killed or seriously injured on the existing East Bay spans. In addition, in seeing how fast Caltrans rebuilt the collapsed freeways in Los Angeles after the Northridge earthquake, it should be possible for Caltrans to expedite strengthening of the East Bay span and make it safe by this Christmas. Having done that, your task force has fulfilled its responsibility for seismic safety.

After the existing bridge is made safe, the current panic and rush to get a new bridge - any bridge, safe or unsafe - will subside. Without the prevailing anxiety, a proper process (perhaps including an open international competition) would lead to a selection of a seismically safe and aesthetically pleasing bridge designed to serve the people of The Bay Area for the next century and beyond.

Sincerely yours,

Abolhassan Astaneh-Asl

cc: The Honorable Governor Wilson,
The Honorable Mayors of San Francisco, Willie Brown, The Honorable Mayor of Berkeley, Shirley Dean,
The Honorable Mayor of Emeryville, Ken Bukowski, The Honorable Mayor of Oakland, Elihu Harris,
The Honorable Mayor-elect of Oakland, Jerry Brown, The Honorable Mayor of Alameda,
The Honorable Mayor of Alameda, Ralph Appezzatto, The Honorable Mayor of Albany, Bruce Mast,
The Honorable Mayor of Richmond, Rosemary Corbin, The Honorable Mayor of El Cerritto, Jane Bartke,
The Honorable Mayor of Piedmont, Patty White, The Honorable Mayor of San Leandro, Ellen Corbett,
Van Loben Sels, Director, Caltrans.

1. A. Astaneh-Asl is a professor of structural engineering at the University of California, Berkeley. His area of specialty is seismic behavior and design of buildings and bridges. Since the 1989 Loma Prieta earthquake, he has been heavily involved in seismic studies and research as well as seismic design and retrofit of major bridges in California, Japan, New Zealand and Thailand. He has conducted several studies and testing of the East Spans of the Bay Bridge and the Golden Gate Bridge. He has been on the seismic retrofit design team of the Carquinez bridges and was a seismic advisor to retrofit design of Hayward San Mateo and Richmond San Rafael bridges.
The opinions expressed here are solely those of the author and do not necessarily reflect the views of the University of California or agencies and individuals whose names appear here.

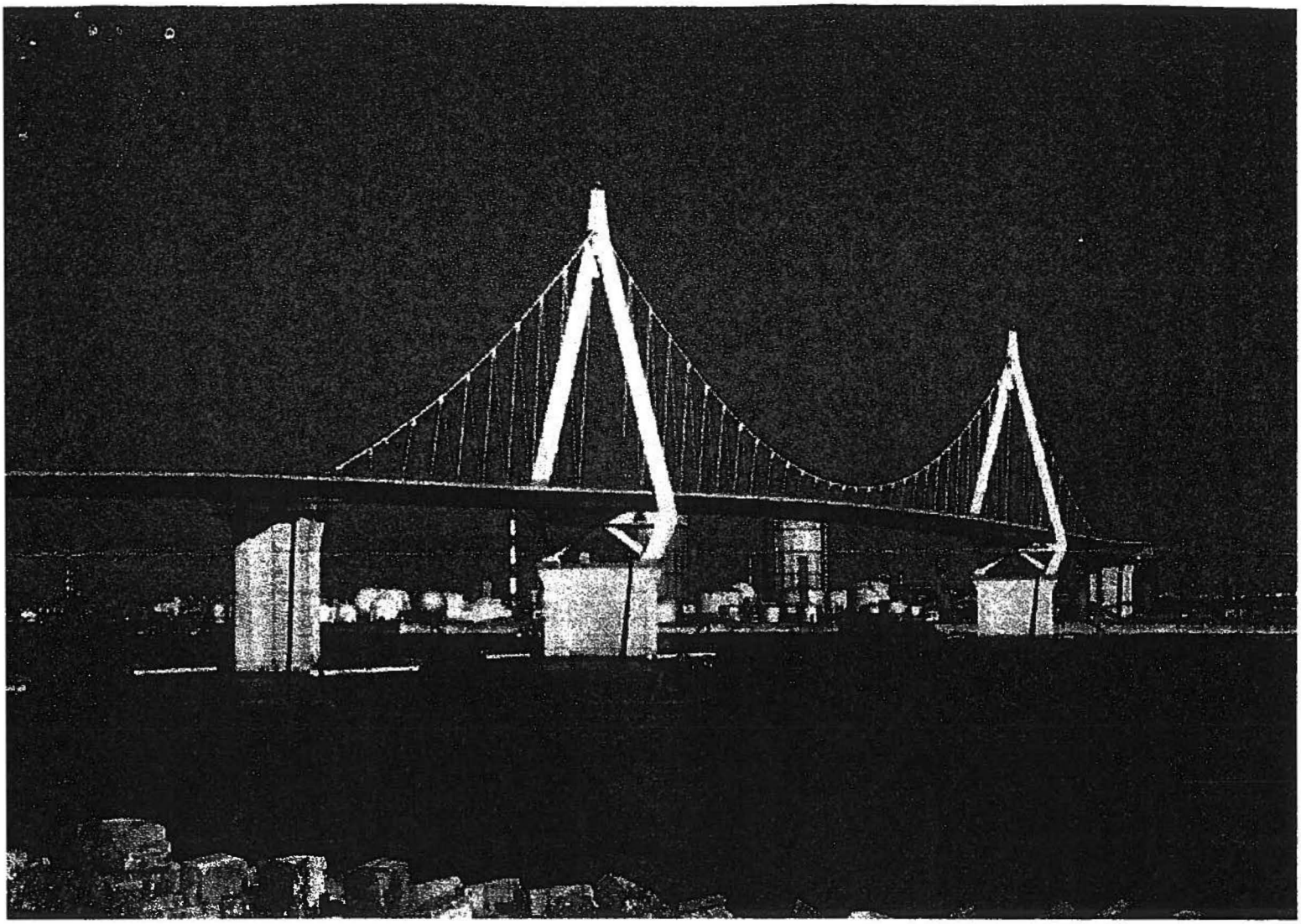
Attachment 2

*

SELF-ANCHORED SUSPENSION BRIDGES

NAME (LOCATION)	YEAR	MAIN SPAN (M)
EUROPEAN		
Wrsowicer Bridge (Germany)	1870	22.8
Muhlenthor (Germany)	1899	42.0
Napageld (Austria)	1910	36.0
Cologne-Deutz (Germany)	1915	184.5
Lippstadt (Germany)	1917	55.2
Admiral Scheer (Germany)	1927	96.3
Forst (Germany)	1927	39.6
Cologne-Mulheim (Germany)	**1929**	**315.0**
King Alexander I (Yugoslavia)	1934	261.0
Krefeld Bridge (Germany)	1935	250.0
Chelsea Bridge (England)	1937	107.3
St. Germain (France)	1950	57.9
Duisburg-Rurhort (Germany)	**1955**	**285. 5**
Merelbeke (Belgium)	1960	100.0
AMERICAN		
Seventh Street (Pittsburgh)	1926	134.8
Ninth Street (Pittsburgh)	1927	131.1
Sixth Street (Pittsburgh)	1928	131.1
Little Niangua (Missouri)	1933	68.6
Hutsonville (Indiana)	1939	106.7
ASIAN		
Kiyosu (Japan)	1928	91.5
Konohana (Japan)	**1990**	**300.0**
Young-Jong (Korea)	**1999**	**300.0**

* This table and the following photo of Konohana bridge was provided to members of Bay Bridge Design Task force by MTC staff at their June 22, 98 Meeting



Attachment 3

Transcription of Question asked by CommissionerHsieh on questions raised by Professor Astaneh at the June 22, 1998 meeting of MTC Bay Bridge Task Force and the answers received from the MTC staff.
(Not an official transcript. Transcribed from voice recorder by Rick Feher)

[Tom Hsieh:]
Steve, first I want to thank you for preparing this green sheet, which I was concerned about this particular design, the self-anchored suspension Bridges, which has not been a traditional way of design; I asked Mr. Heminger to compare this so we have a chance to understand this design is not a first time. On the other hand, as Professor Astaneh testified today--and he did identify one question which is kind of interesting. He said that the other twenty-two bridges, I think most of them, are from 1929 through 60s, and only two bridges were designed for 1990, and another one [to be] completed in 1999. The question is, Does that raise some question about this particular design, may be so it's so new, and is our design, somewhat meet the level of standard of safety as we have been talking about?

[Steve Heminger:]
Commissioner, I asked the same question myself when I received the list from Mr. Rothman who provided it to me, and I'd like to invite him to give one answer. One thing I'd like to point out, and I've had the opportunity to review Professor Astaneh's letter, there is a sentence that says there are no major bridges built using this system, and there is no experience and data on seismic performance in such a system. Well, it seems to me this list refutes the first part of that statement, and, as I indicated, and as was indicated by another speaker, the photograph that is attached to your list is of the bridge in Japan that survived the Kobe earthquake. So there is experience, and there is data on the survivability of these structures. But I believe the other question you are raising is, these bridges had sort of a heyday in the twenties and thirties, and then there weren't a lot built and now there are a couple of big ones being built, and that here it would be a third. And maybe Mr. Rothman can respond as to why that is the case.

[Herb Rothman:]
Actually, there is not a big difference between a suspension bridge which is self-anchored and a cable-stayed bridge. They're both really using the superstructure of the bridge the same way, and the basic behavior is quite similar. Self-anchored suspension bridges are being used now in Japan and Korea-two of the few countries that are building new bridges. We haven't had many in this country because there's really not that much demand for new bridges of those lengths. I believe that, the technology required--you know, we've been criticized because we're using nineteenth-century technology and because we're using brand-new bridges that haven't been tested. Actually, I'd say that the technology of cable-stayed bridges really applies to this as well. And, on suspension bridge work, as most of the details and loads that we've used on conventional suspension bridges; I really don't have an answer otherwise; I have no doubt that we're using standard technology almost every place we can.

[Tom Hsieh continues with question about Willie Brown's alignment concern.]

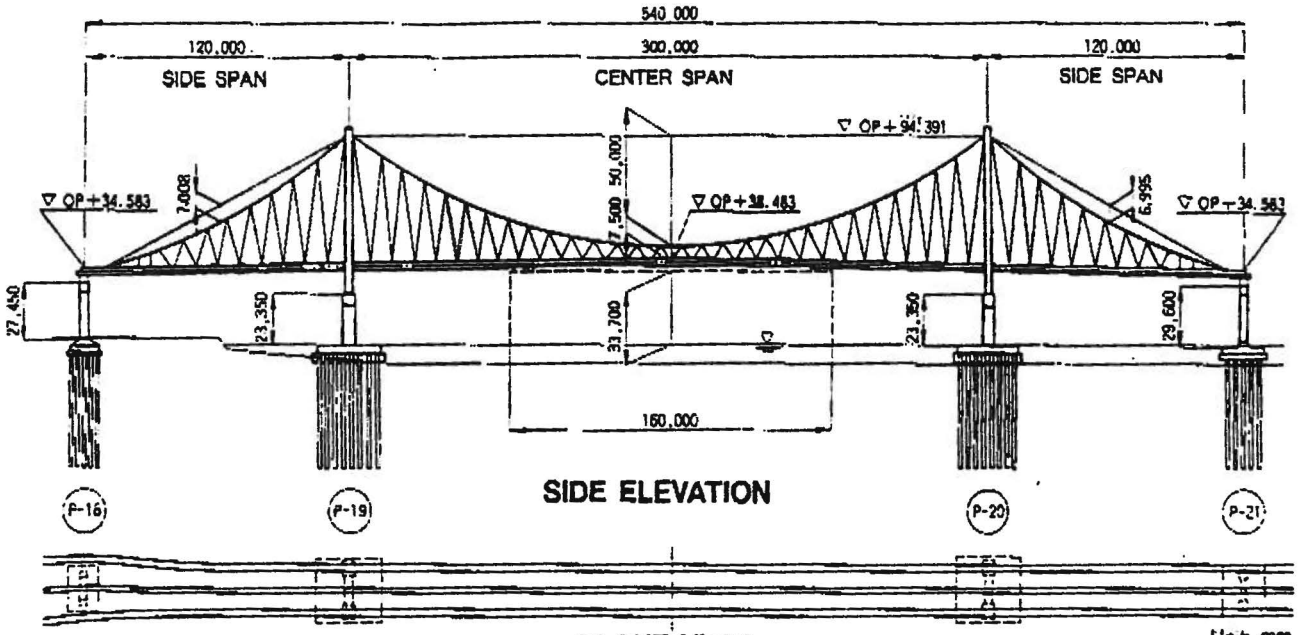
Konohana-Ohashi Bridge (Osaka)

Konohana-ohashi Bridge, built in 1990, connects Hokko to Maishima where Osaka City hopes to have the 2008 Olympic Games. This is a mono-cable style bridge, only one cable in the middle. When night closes in, this cable is lit with scarlet illumination and two white poles shine bathed in lights. When walking along the pavement of the Nanko Cosmo Square toward Yachoen (bird sanctuary), strollers can get a fine view of the whole bridge 3 kilometers away in the north.

Attachment 4.

GENERAL VIEW

KONOHANA BRIDGE

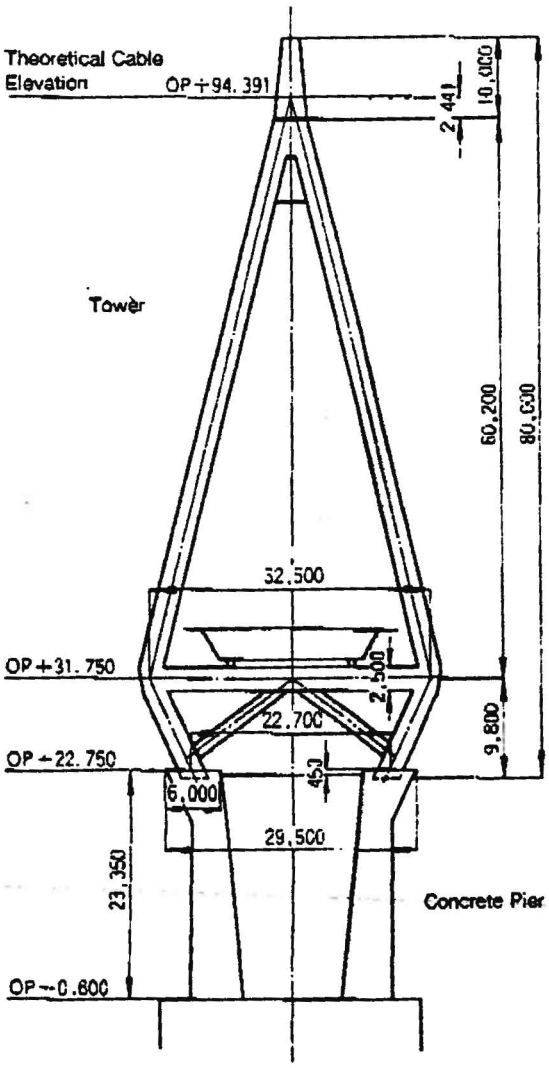


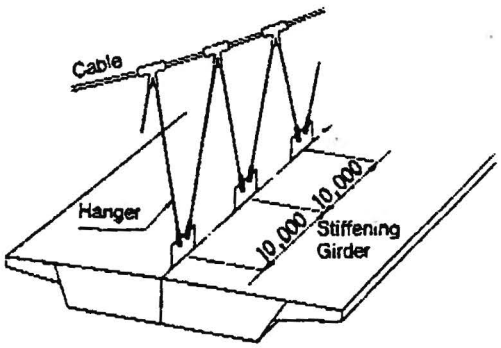
SIDE ELEVATION

PLANE VIEW

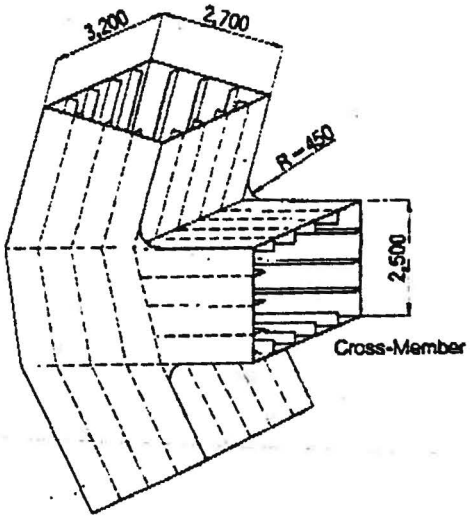
Unit mm

FRONT VIEW OF TOWER





SPACING OF HANGERS



DETAIL OF TOWER CORNER

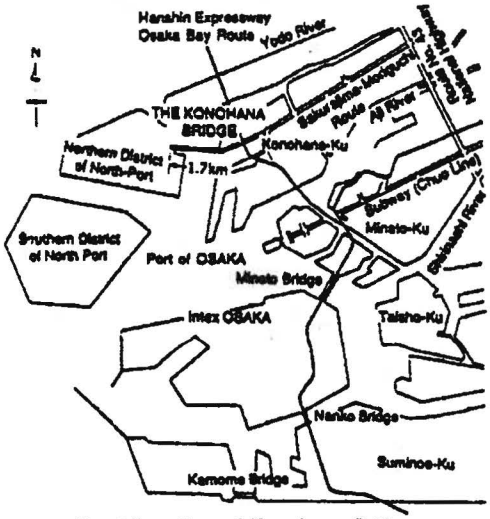


Fig. 1 Location of Konohana Bridge

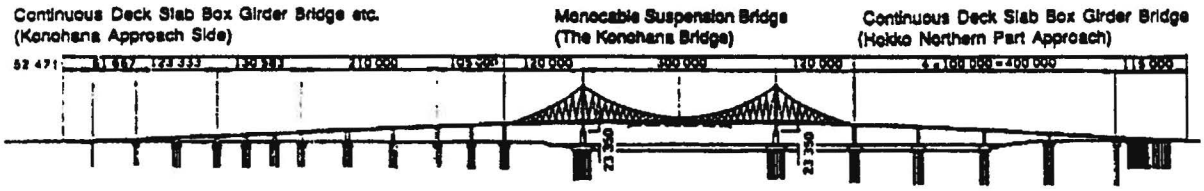


Fig.2 General view of Konohana Bridge

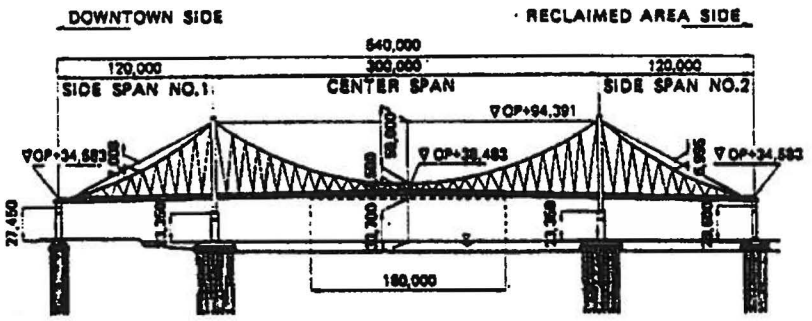
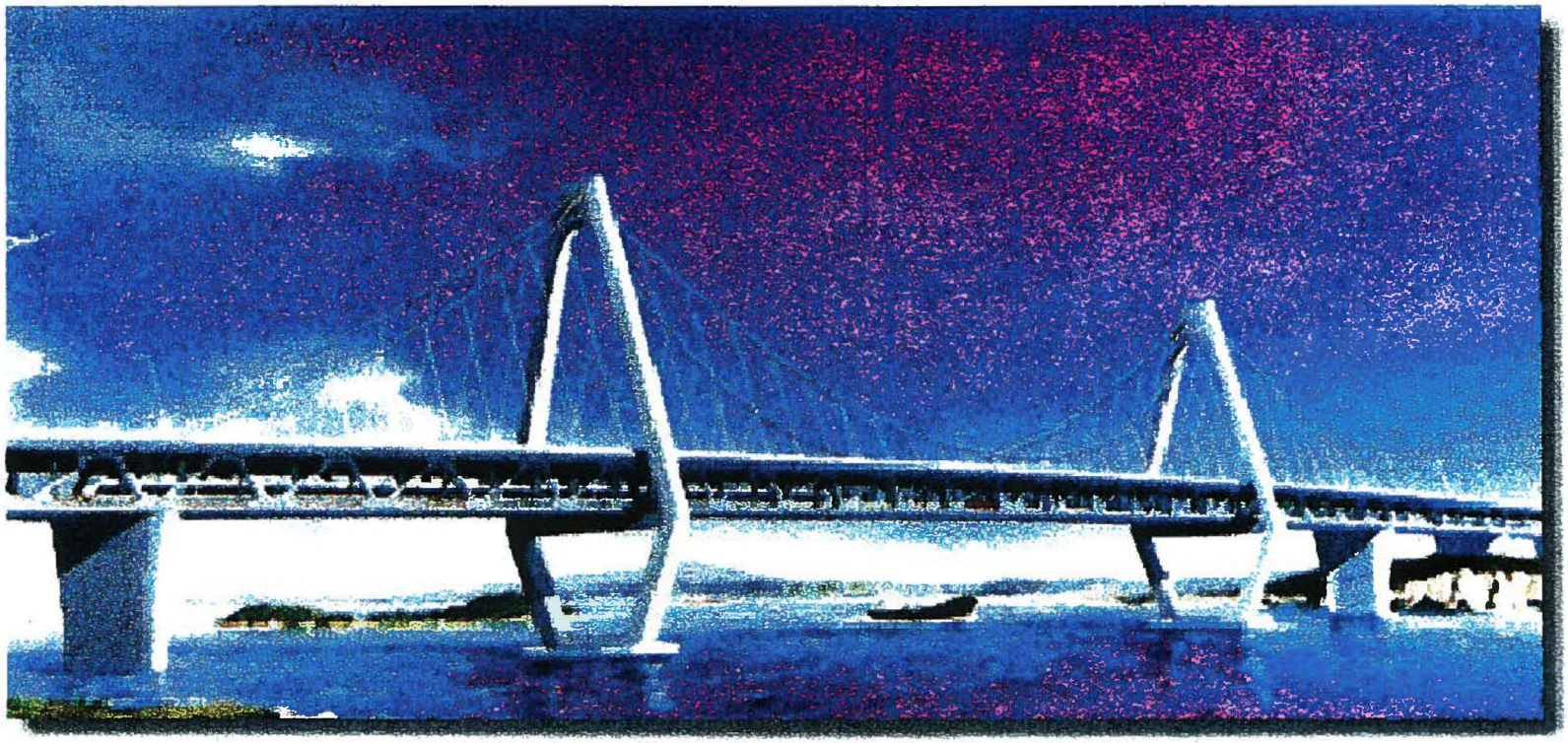


Fig. 3 Side view of Konohana Bridge

Konohana Bridge

Osaka, Japan

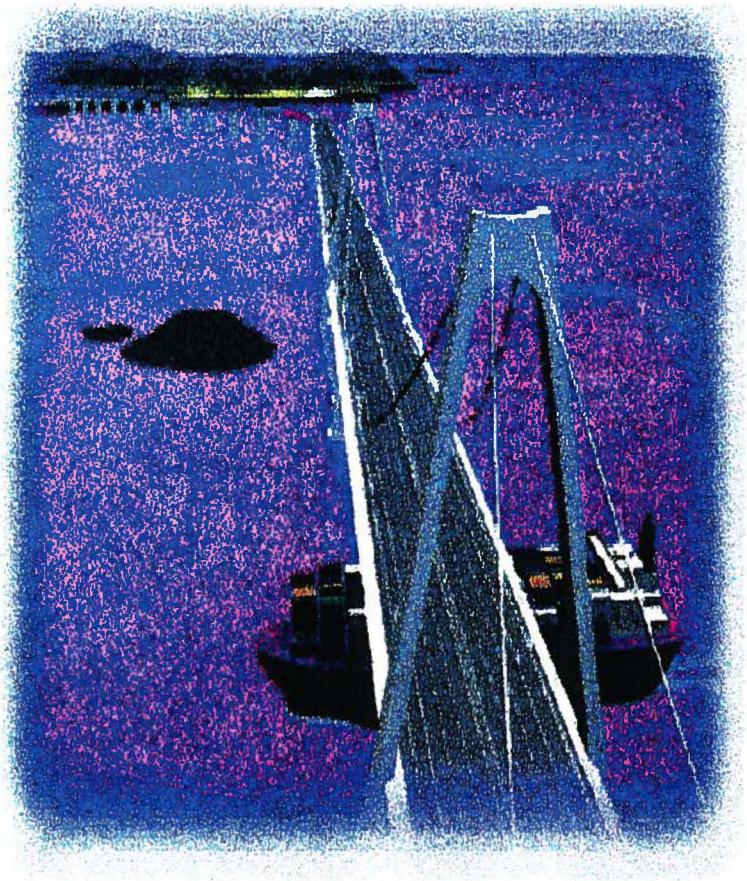
PLATE 31 **Kiyosu Bridge, Tokyo, Japan.** (From: Bridge Aesthetics Around the World)
(TRB, NRC, 1991,)



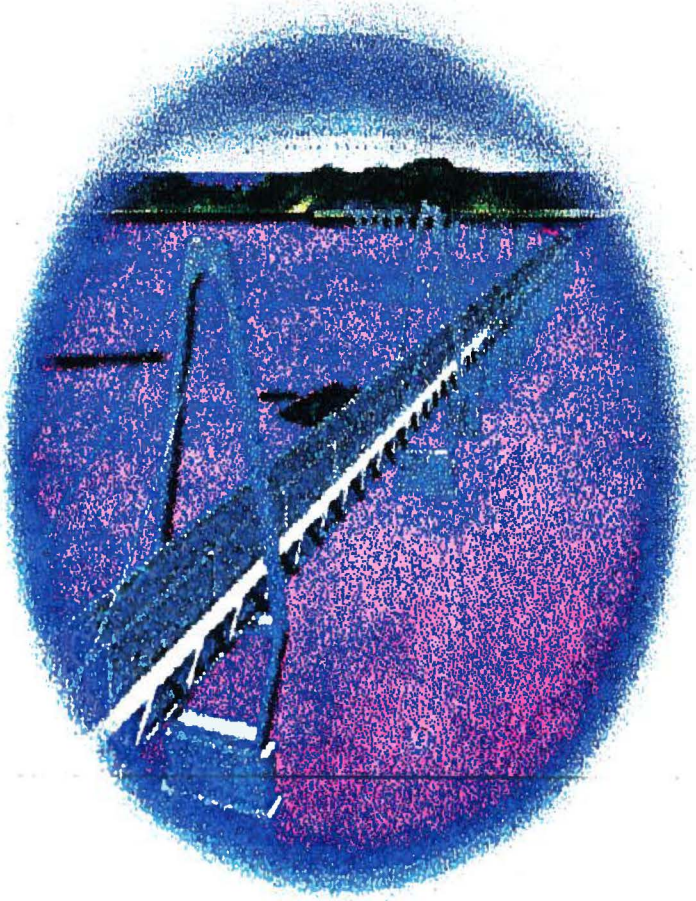
Young-Jong Bridge

(Korea)

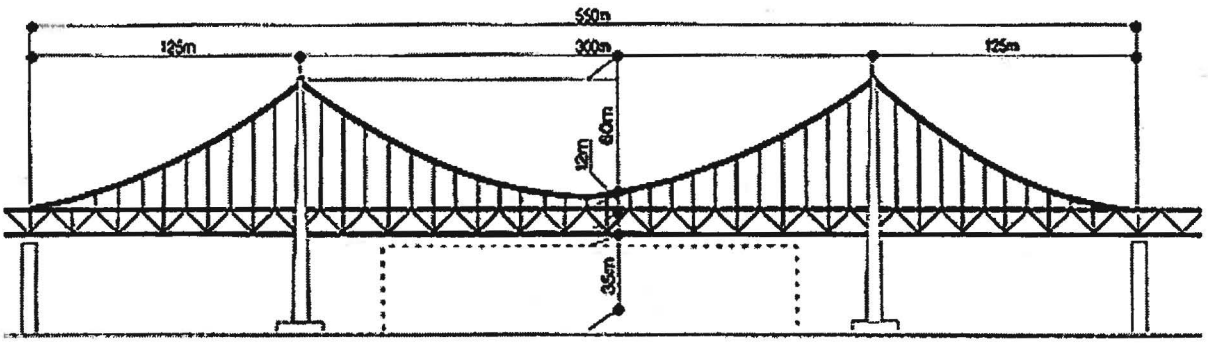
The Young-Jong Bridge (Korea)

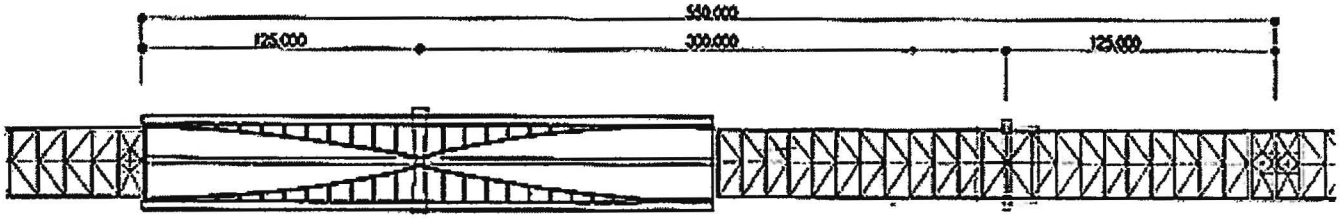


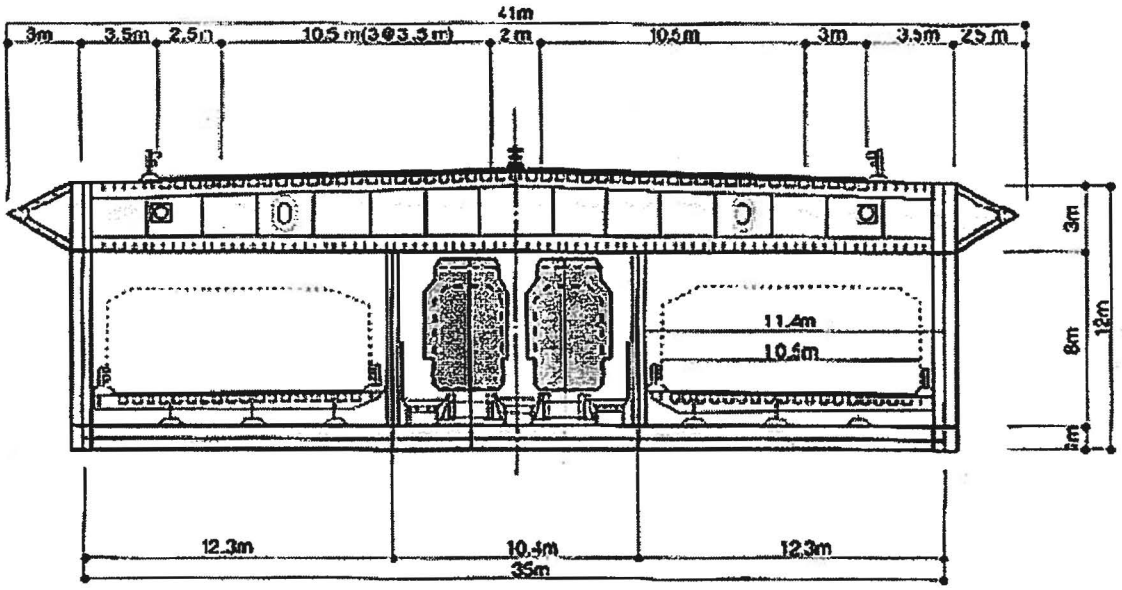
The Young-Jong Bridge (Korea)



WWW.NEWFREEWAY.CO.KR







YOUNG-JONG Br. (Seoul)

WWW.NEWFREEWAY.CO.KR

KIYOSU-BASHI

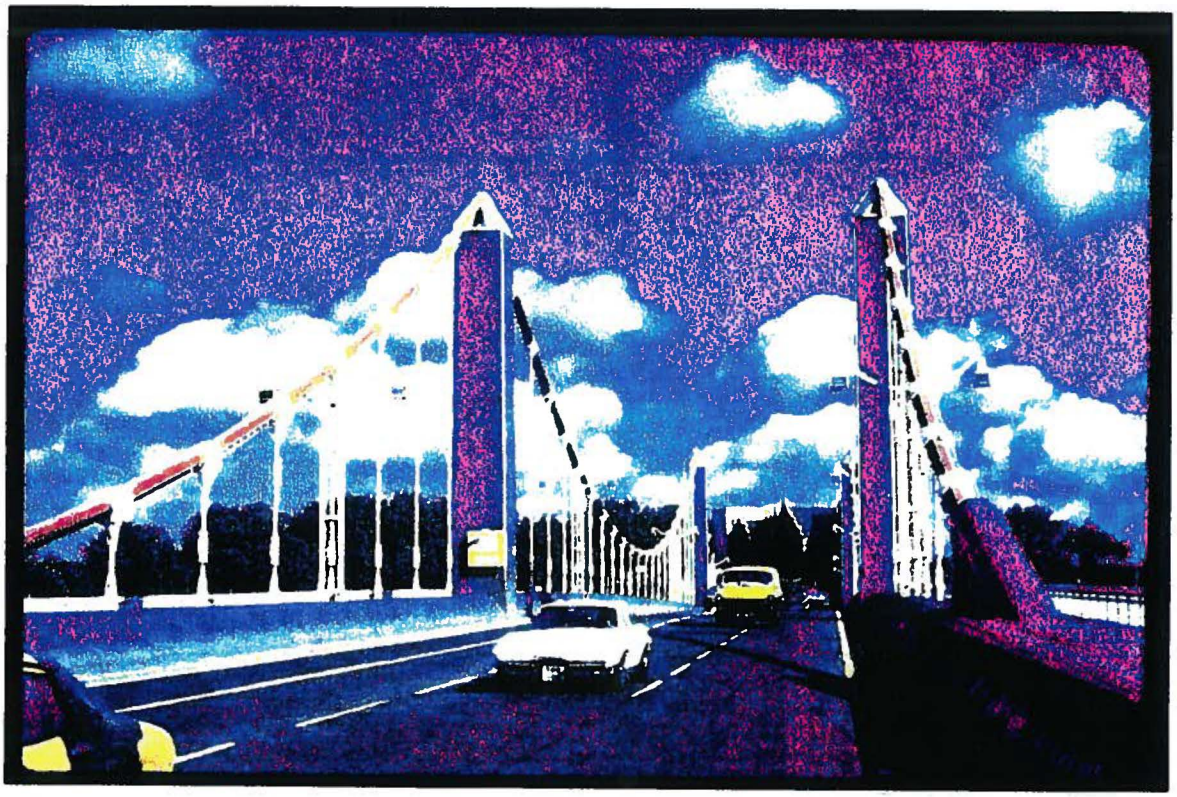
KIYOSU-BASHI

The Kiyosu-Bashi Bridge
(Osaka – Japan)

www.photojpn.org

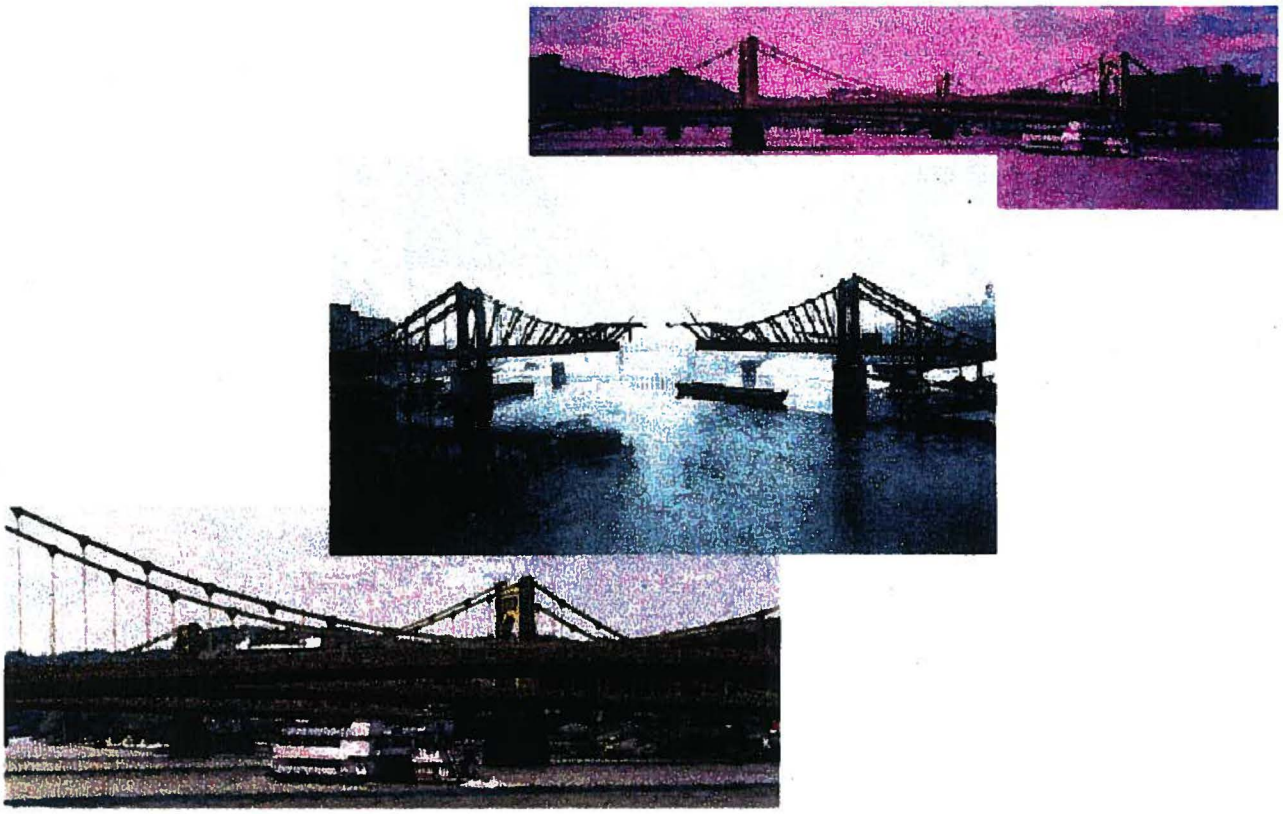
Chelsea Bridge over the River Thames. (London, England)
Self-anchored steel suspension bridge with spans off 164 ft., 332 ft., and 163 ft..
Built in 1937 it replaces an older suspension bridge that was opened for traffic in 1858.
In spite of subsequent strengthening, the older bridge was closed in 1935.

(Source : NISEE - University of California, Berkeley)



*Detail of **Chelsea Bridge** showing tower unsupported transversely, and the anchorage between cable and girder. The cables consist of 37 wire ropes, each 1 7/8 in. diameter, grouped into a hexagonal section. Note the stability problem of the tower, and compare the boundary conditions at the top and normal to the span*

(NISEE – University of California – Berkeley).

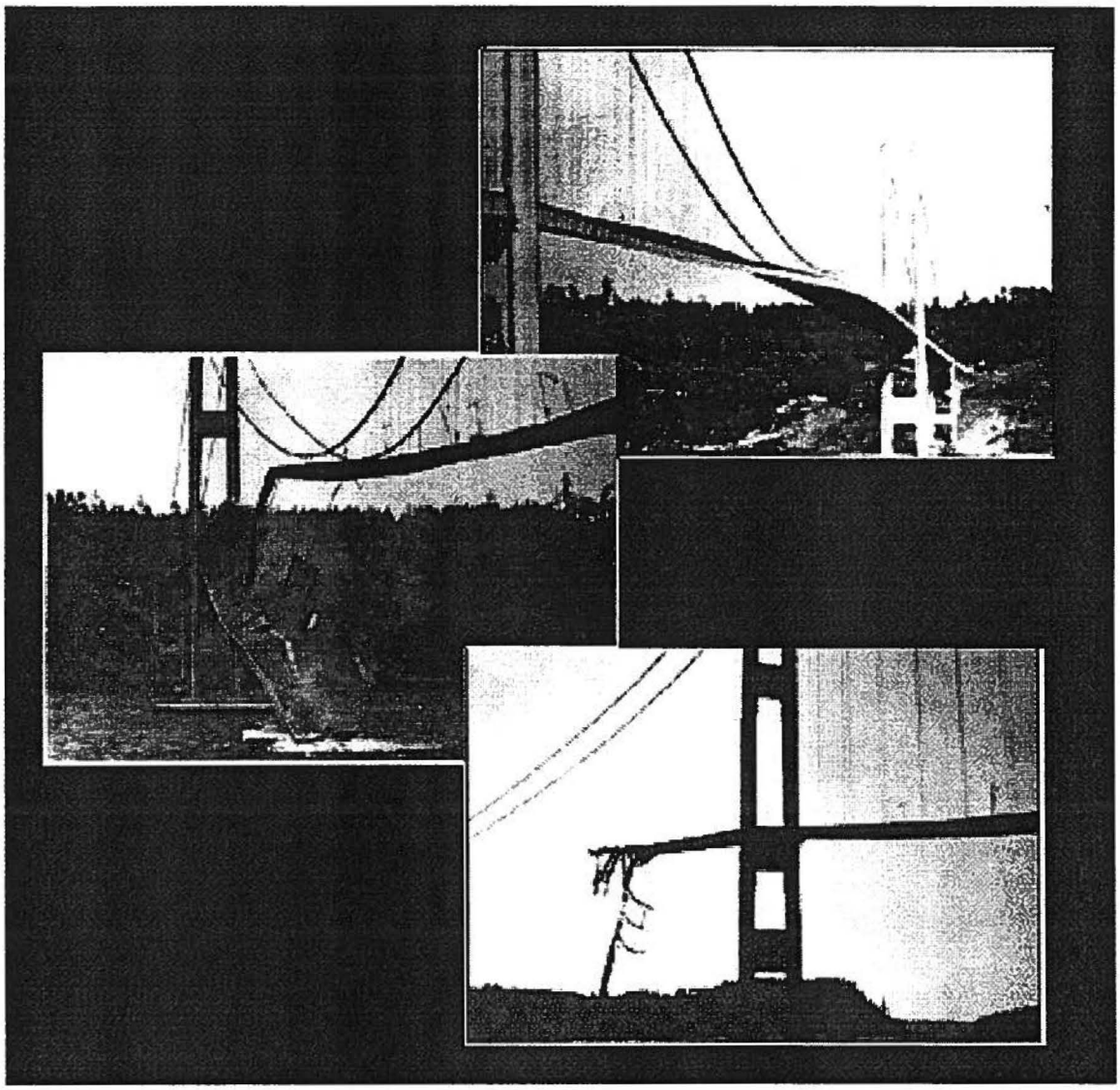


Seventh, Ninth and Sixth Street Bridges (Pittsburgh-Philadelphia)
Top : View of the 7th Street Bridge , Middle : 7th Street Bridge under Construction
Bottom : View of the 7th, 9th and 6th Street Bridges in Pittsburgh

ROSENSTEIN BRIDGE AT STUTTGART
(1976-1977)

Unsymmetric self-anchored suspension bridge with spans of 27.0 and 51.1 meters, built for the Federal Garden Exhibition. Bridge deck of concrete, with width varying from 3.5 to 5.7 meters and depth of only 35cm. Steel tower with monocell cross section, height 21 meters above bridge deck.
Main cable converging at tower, locked coil ropes 75 millimeters in diameter, inclined hangers with twin-strands 16 millimeters in diameter.

Attachment 5



http://sage.me.utexas.edu/~uer/papers/paper_jk.html

Bike the Bridge! Coalition
P.O. Box 15071
Berkeley, CA 94701-6071

http://www.xinet.com/bike/

510/273-9288 – Action/Adventure Hotline
510/720-2818 – Pager, Jason Meggs, East Bay Coordinator
510/486-1528 – Facsimile c/o

June 22nd, 1998

TO: Bay Bridge Design Task Force

RE: PLEASE ENSURE A COMFORTABLE PEOPLE-PATH ON THE NEW BAY BRIDGE

Dear Task Force members:

You have a tremendous opportunity before you to do the right thing. For decades, the San Francisco Bay has been an incredible barrier to those who wish to or need to travel by bicycle or foot. At this time, our congestion is skyrocketing in the Bay Area and the Bay Bridge approach is the largest Freeway in the world—and the bridge itself is the most heavily traveled toll bridge in the country.

Bicyclists will flock to the bridge in the thousands if given a chance. There is NO reasonable provision for mass transit during the day, especially during the all-important commute (when BART prohibits bicycles), and there is absolutely none—for anyone—at night. A Bay Bridge trip takes only 20 minutes for an average cyclist, compared to regular 45 minute delays at the toll plaza for motorists and reduced speeds on the bridge. The path may be considered a congestion relief valve as it doubles the capacity of the bridge. The increased potential to enjoy the Bay on the bridge and at a new East Bay park at the bridge touchdown; and for significantly improved public access to Treasure Island; would be a profound gift to the entire region.

We urge you not only to support the path and to do everything within your power to ensure that it is built, but also to ensure that it is ***COMFORTABLE***. While cyclists will do whatever we need to do to travel, it is unjust to make us suffer the noise, headlight glare, pollution, winds, debris, and harassment from motorists which may be significant on this bridge. It is known that the noise will cause permanent hearing loss and prevent normal conversation (see attached). Fortunately, there are low—cost solutions to these problems.

1) **Lower the path** so the side wall is at least 6 feet in height. This cuts out noise and headlight glare significantly, as well as wind, and possibly pollution.

2) Raise the path ***OVER*** the freeway in the center—as is so successful on the Brooklyn Bridge in New York City. Cuts down noise and glare, while affording maximum views and reduced pollution.

3) Suspend the path ***UNDER*** the bridge, which would be the quietest and least polluted, and the cheapest.

The path also needs to be wide enough to accommodate the heavy traffic that is expected. 15 feet is not wide enough. Twenty-two feet is preferred.

In addition, please ensure that the Transbay Transit Terminal and its ramps are preserved, at their current location, and that the bridge maintains its current capacity for accommodating inter-city rail. Please support the honorable goal of ensuring **maximum feasible public access** and **maximum ultimate capacity**.

Sincerely,

Jason Meggs, East Bay Coordinator

***Bike the Bridge!* Coalition**
P.O. Box 15071
Berkeley, CA 94701-6071

"*Everyday* is a BART strike for Bicyclists!"

http://www.xinet.com/bike/

510/273-9288 – Action/Adventure Hotline
510/720-2818 – Pager, Jason Meggs, East Bay Coordinator
510/486-1528 – Facsimile c/o

How Bad is the Noise on the Bay Bridge?

- **Averages around 82-84 dB(A) with highs well over 90 dB(A)**
- **A barrier would cut noise level 8-32 times, to averages in the low 70's.**

"Permanent hearing loss can be defined...as a permanent shift in the hearing threshold, and for steady-state noise exposure it does not seem to occur for exposure levels below 80 dB(A); however, **it is significant at 85 dB(A) and becomes a major hazard to hearing once a level of 90 dB(A) is exceeded**. The actual damage to the hearing mechanism takes place in the inner ear in the form of selective destruction of the hair cells which convert acoustic energy into electrical impulses to be fed, via the nervous system, to the brain. Since the hair cells are incapable of regeneration, the process is irreversible... The process is in some ways similar to the natural deterioration of hearing with age in that it raises the threshold but leaves the perception of loud sounds unimpaired. The view has been put forward (Evans, 1975) that the essential lesion in cochlear deafness is damage to the second filter mechanism of the cochlea. Such damage leads not only to loudness recruitment, but also to a deterioration in the ability of the ear to discriminate between differing frequencies. Such deterioration impairs the ability of the ear to distinguish between vowel sounds, **leading to a reduction in the intelligibility of speech**. This cannot be successfully corrected by hearing aids, which are therefore of only limited value to the sufferer of NIHL {Noise-Induced Hearing Loss}."--W. Tempest, "Noise and Hearing", The Noise Handbook, W. Tempest, editor, Academic Press, 1985, pp. 47-48.

"It was accepted by about 1960 [see Bryan and Tempest in Robinson (1971) for a discussion of the relevant literature] that the long-term exposure to noise levels of 85 dB(A) and over causes a permanent loss of hearing..." --W. Tempest, "Noise and Hearing", The Noise Handbook, W. Tempest, editor, Academic Press, 1985, p. 49.

"Approximately nine million American workers are exposed to noise levels that are potentially hazardous to their hearing. The gradual progression of hearing loss due to noise may be less dramatic than an injury resulting from a workplace accident, but it is a significant and permanent handicap for the affected individual. Loss of hearing denies people sensory experiences that contribute to the quality of their lives. **This tragedy is preventable** [emphasis theirs]." -- Alice H. Suter and John R. Franks, A Practical Guide to Effective Hearing Conservations in the Workplace, DHHS (NIOSH) Publication No. 90-120, U.S. Dept. of Health and Human Services, Public Health Service, Centers for Disease Control, National Institute for Occupational Safety and Health, Division of Biomedical and Behavioral Science, Physical Agents Effects Branch, September 1990.

Noise compromises safety as well as risking hearing loss – NIOSH has pushed for a strict 85 dB(A) limit: "Going from a 90 to an 85 decibel limit would have the additional benefit of cutting in half the permissible exposure times to those higher levels of noise which are restricted to durations of less than 8 hours. Though the ear can safely tolerate brief exposures to high level noise, **such noise intensities can make voice communication difficult to the point of masking warning shouts and interfering with the reception of audio alarms**." --Joint Testimony of Dr. John F. Finklea, Director, NIOSH and Dr. Alexander Cohen, presented before the Government Regulation Subcommittee, Senate Small Business Committee, U.S. Dept. of Health, Education and Welfare, July 23, 1975, taken from NIOSH Publications on Noise and Hearing, U.S. Department of Health and Human Services, July 1991.

The *Bike the Bridge!* Coalition

P.O. Box 15071, Berkeley, CA 94701-6071, http://xinet.com/bike/btbc/
Printed on 100% Post-Consumer Recycled Paper

510/273-9288 – Message Center
510/720-2818 – Pager, Jason Meggs, East Bay Coordinator
510/486-1528 – Facsimile c/o

June 22nd, 1998

BTBC arguments for a protected pathway.

Over the past 1.5 years, the *Bike the Bridge!* Coalition has been the primary organization concerned with access to the Bay Bridge. We have commissioned a study (available on the internet at http://xinet.com/bike/design/), held numerous meetings and polled over 700 cyclists in the development of our recommendation that the east span pathway be protected as much as possible. A below-deck path (at least six-feet below the top of the barrier, to block line-of-sight noise and headlight glare) is one such solution, as are both suspension underneath and central elevation (in the style of the Brooklyn Bridge). We urge the designers to ensure that pathway users are protected as much as possible. Noise levels average around 82-84 dB (A) near Bay Bridge traffic, with maximums over 90 dB (A). This is dangerously high with known serious health effects, including permanent hearing loss. Daily users of the pathway need to be protected from sustained exposure to such noise. A barrier dramatically reduces noise levels by 8-16 times and allows normal conversation to be enjoyed. Other benefits separation include: potentially less wind, pollution and glare; less harassment from motorists (a strong concern of bicyclists in general); the ability to enjoy the bay and hold a normal conversation; protection from high-velocity debris; and more. Recently, CalTrans has voiced some hesitancy about the below-deck pathway in particular. We address those concerns below:

CalTrans has recently voiced a concern regarding bridge security and personal security on a slightly depressed pathway. We'd like to offer our information from our research and from our polling of the bicycle community, on this issue. **With regards to personal security, we believe that a depressed pathway is significantly safer than an at-deck pathway for multiple reasons:**

1) Because of the avoidance of blinding headlight glare, lighting will be better and safer for pathway users;
2) Because the noise energy levels will be 8-16 times quieter, path users will be able to call for help if needed;
3) Because more people will use a more comfortable path, increased population of users will enhance safety;
4) Motorist assault, a significant problem on the Golden Gate, will be avoided;
5) Flying debris problems will be avoided;
6) Pathway users are generally in excellent physical shape and generally capable of self-defense should the need arise;
7) Pollution, with all its harms for fast-inhaling cyclists, is expected to be less on a below-deck path;
8) Robberies and attacks on city streets are much more likely than on a 2.5-mile path with no easy exit and frequent call boxes;
9) Cyclists note their frequent personal experience that motorists do not see or report incidents in a majority of cases;
10) CalTrans has reviewed below-deck path designs (one such path has been featured on the MTC website) without objection;
11) CalTrans facilities include the eastern Dumbarton bridge approach. This facility is comparable in that it is off-limits to motorists, similar in length to the path, has no significant lighting, is completely invisible to motorists at night, has no break in the barrier, does not have frequent call boxes, is not heavily populated, yet has no known incidents. Other such examples exist (e.g., Richmond bridge approach).
12) Motorist safety is enhanced due to the lack of distractions (e.g., Critical Mass, running events, or the Friday Night Skate)
13) Numerous bicycle paths with no motorist view of the roadway exist. These include the Brooklyn Bridge and I-205 in Washington State. There is no known crime problem on any of these facilities;
14) For the safety of the future of bicycle transportation, a below-deck path cannot easily be converted to another purpose;
15) Security cameras are projected to become remarkably more sophisticated in near future—but would require that human voices be audible;
16) Closure of I-80 undercrossings have been cited, but are not relevant. BTBC has made repeated requests in person and in writing, on video and audio tape, for any details about these alleged closures, and were promised details. Because this promise was made ~two months ago and no details have been provided, we consider this a non-issue that has been shown to be irrelevant. Studies show that those types of facilities are the most feared. No known study (besides our polling) has shown the relative fear of high-speed motorist adjacency vs. people-presence only. A Bay Bridge path would be traveled at all hours. At night it is the only option for hundreds of thousands of potential users;
17) CalTran's own proposal for the west span as well as the Richmond-San Rafael bridge, would place users below deck.
18) There exist many hundreds if not thousands of miles of paths in California which are secluded from motorist oversight. Many people find that to be both a natural and, truly, a preferable way to enjoy a trip on our most environmentally-friendly vehicular mode, the bicycle.

With regards to the issue of bomb scares which CalTrans has also recently raised with regards to a below-deck path:

1) CalTrans admits that bombs are more a concern at the ends of the bridge, under the deck, where a bomb could actually damage the bridge itself. Those points are currently not protected on the existing bridge, so the issue is moot;
2) The Golden Gate Bridge, Highway and Transportation District (GGBHTD) Chief of Security states that no bombs scare has ever delayed traffic; there has never been a real bomb; and that banning people-access does not preclude the placement of a bomb;
3) Bombs on the path would be a worry to path users, not to bridge security or motorists, and that is true wherever the path would be located—as we know, there are already paths on the Golden Gate and Dumbarton bridges, and no one has prohibited paths on the Carquinez and Martinez bridges because of the threat of bomb scares. In fact, those bridges will have paths, as do hundreds if not thousands of such bridges throughout the civilized world.

WEST OAKLAND COMMERCE ASSOCIATION
P.O. BOX 23612 OAKLAND, CALIFORNIA 94623
(510) 272-WOCA (9622) FAX (510) 253-0697

June 22, 1998

Joseph Nicoletti, *Chair*
Bay Bridge Design Task Force
Engineering & Design Advisory Panel
MetroCenter
101 Eighth Street
Oakland CA 94607

Re: Impact of Bridge on West Oakland

Dear Joseph:

WOCA last addressed your Task Force both in writing and in person on May 29 to identify several areas of concern that, surely through no purposeful inattention on your part, still remain unaddressed.

We believe that West Oakland — obviously, the area slated to be the most negatively impacted by inferior bridge design — is being damaged by the Task Force's continued inattention to the following critical problems:

- The bridge's design does not include adequate provision for California's high speed rail system, upon which the future of transportation in the East Bay, most particularly in West Oakland, could critically depend.

- Though an option for light rail is now included, any tracks must be installed at the expense of an existing lane through the most severely congested traffic corridor in America, exacerbating what is already an unacceptable daily backup into West Oakland.

- The viaduct portion of the bridge is visually insipid, a problem that possibly can best be improved through a redesign to accommodate the need for a southern alignment at Yerba Buena Island while fulfilling the imperative of a northern alignment at the toll plaza.

Simply put, the solution you offer, though thoughtful, is basically underdesigned and plainly inadequate to the highest and best transportation plan for the Bay Area.

More study and better criteria are needed; more competition and better process are required: most importantly, encouraging more and better citizen participation, particularly from the West Oakland community, is absolutely mandatory.

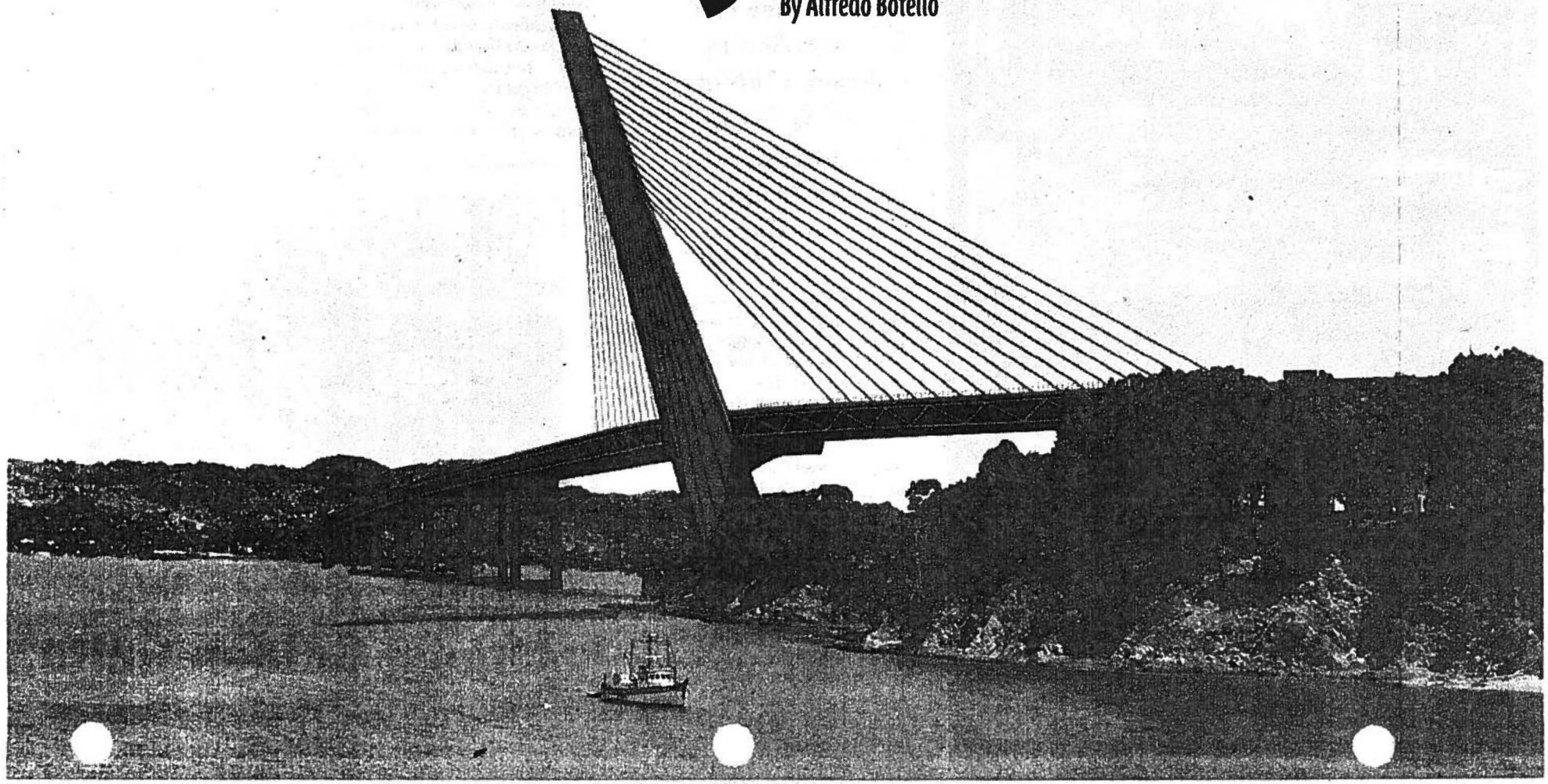
Cordially,
Roger Schmidt, Transportation Chair

THE EAST BAY MONTHLY
June 1998

In a few weeks officials will finally decide on a design for the new Bay Bridge.
Is it the best we can do? A look behind the scenes reveals bridges burned in the selection process.

A Bridge So Far

By Alfredo Botello



On March 10, 1997, the *San Francisco Chronicle* published a stinging front-page critique of two designs proposed by Caltrans to replace the eastern span of the Bay Bridge, mortally wounded in the 1989 Loma Prieta earthquake. The essay, by Pulitzer Prize-winning architecture critic Allan Temko, labeled both alternatives "authentic dogs." The first proposal was for a low-cost viaduct similar to the San Mateo Bridge; the second was for a cable-stayed bridge anchored by two massive towers.

"Neither," Temko protested, "is nearly good enough for this key setting at the heart of the bay." He likened the viaduct to "an outsized freeway ramp" that should be "discarded not for its blandness but its inability to lift up our hearts and minds." As for the cable-stayed bridge, it was a "madly extravagant 'signature bridge'" and "a monstrous boondoggle," Temko wrote. "That want of vision, that refusal to seek higher unity, is why we cannot trust Caltrans, aesthetically or otherwise."

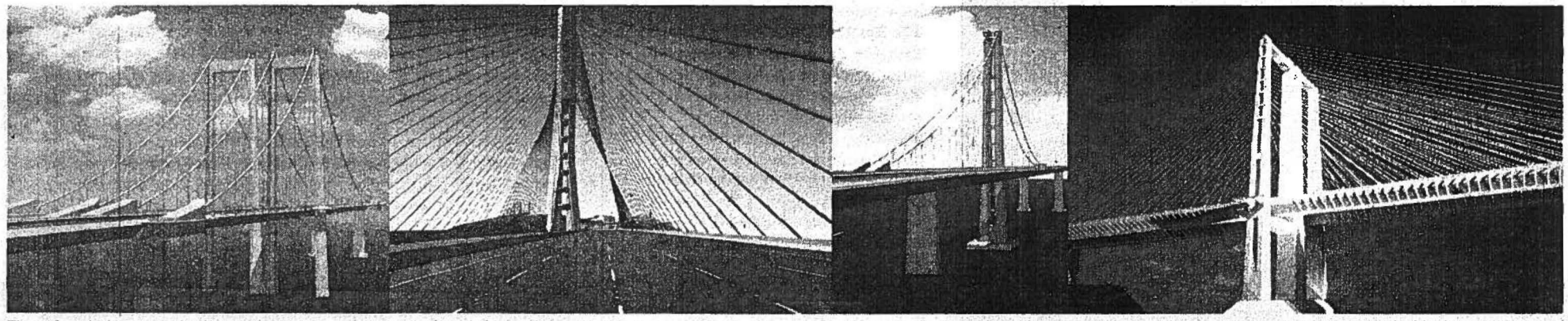
Harsh words, but the stakes were sky-high. The fate of the most important new Bay Area landmark in half a century was being decided.

As Temko poked holes in the Caltrans schemes, he offered to fill them with a third alternative: a single-tower cable-stayed bridge designed by renowned San Francisco engineer T.Y. Lin. Here, Temko said, was "a masterpiece that would give the East Bay one of the noblest and most daring cable-stayed bridges in the world." It would be cheaper than Caltrans' double-tower scheme and far more appealing than the homely viaduct. A rendering of the Lin bridge was published next to, or rather on top of, the Caltrans proposals.

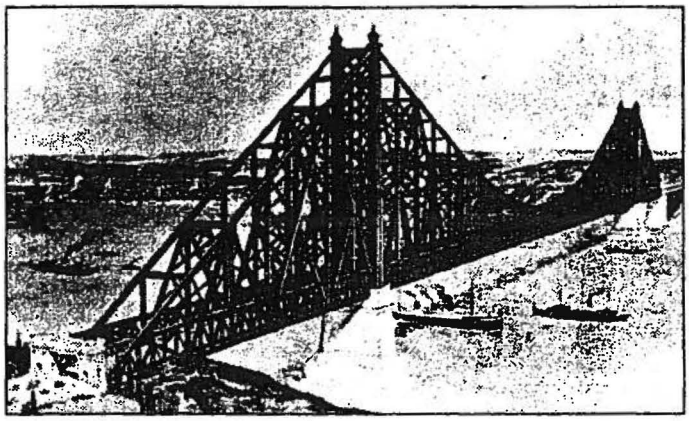
The public loudly agreed with Temko and on December 23, 1997, after more than a dozen contentious hearings, Caltrans announced that a team of engineering firms headed by T.Y. Lin International would design the new bridge, which will go up just north of the current span. Gone was the viaduct. Gone were the massive towers. Temko's words had galvanized the Bay Area. The people had fought back and won.

After months of drawing and number crunching, the group led by T.Y. Lin International (which is no longer connected with its founder and namesake) recently unveiled its four ideas for the Bay Area's new $1.5 billion "signature span," due to open in 2003. In mid-May a panel of 36 engineers and architects advising the process narrowed the options to two: a

continued on page 20



These four designs were the finalists for the new eastern span. From left: a traditional double-tower suspension span; a more innovative single-tower cable-stayed span; a single-tower suspension span; and a double-tower cable-stayed span. In mid-May a panel of engineers and architects rejected the two double-tower spans as too massive. On May 29 they were expected to recommend the single-tower cable-stayed span (second from left).



One of Strauss' first designs for the Golden Gate was a clumsy truss bridge.

Golden Gate Was Almost Golden Gaffe

How the world's favorite bridge nearly took a wrong turn

The new eastern span of the Bay Bridge is not the first local bridge to arouse disagreement. The Golden Gate, the Bay Bridge, the San Rafael Bridge and the San Mateo Bridge are all the result not of divine inspiration and enlightened discourse but of lots of erasing, redrawing and hand-wringing, not to mention a fair amount of bellyaching.

Engineer Joseph Strauss began designing the Golden Gate Bridge in 1920. It took him 15 years to pull together money and faith for this privately funded construction, which opened in 1937 (one year after the Bay Bridge) and is today the most-photographed bridge in the world.

Had the Golden Gate got off the ground a little quicker, though, we might be living with Strauss' original proposal, a half-truss, half-suspension structure that resembled a badly proportioned beetle. His revised design was not much better—a heavy all-truss bridge that motorists would enter by driving under a stone arch modeled after the Arc de Triomphe in Paris.

We owe our thanks for today's design not to public outcry but to Clifford Paine, a young engineer in Strauss' office who convinced his boss that the entire gate could indeed be spanned with a suspension bridge.

Originally, the Bay Bridge was to be a cantilevered truss all the way through—which means the double-suspension span west of Yerba Buena Island would instead have been a duplicate of the eastern span, the portion that's now being replaced. I haven't been able to find out exactly what motivated the change, so I'm not sure who to thank.

Thirty-five years before Allan Temko told us how awful Caltrans' recent eastern span proposals were, he told us how awful the original design of the San Mateo Bridge was. He called it a "monumental catastrophe, a fiasco" and a behind-the-times "Rip van Winkle of a bridge." The Toll Bridge Authority was proposing a cantilevered double-decker truss, which would have looked like a crane turned on its side. Instead, Temko said, we should pressure the higher-ups for a single-deck "orthotropic" bridge, with views open on all sides—and that's what we got.

In large part, the outcry over the San Mateo Bridge was so loud because no one had said much about the San Rafael Bridge 10 years earlier. Until it was completed, that is. The original rendering for the bridge showed the public exactly what it would get. Although there was little protest over the design, one well-known architect called it an "eyesore" and offered an alternative: a sleek, sensual concrete "butterfly bridge," so called because of the way the two lanes would splay to accommodate a park in between. It was a little too wild for the Toll Bridge Authority, even if it did happen to be from the hand of Frank Lloyd Wright. —*A.B.*

single-tower suspension span, and a single-tower cable-stayed span similar to the design proposed by Temko. By the end of May the panel was to make its final recommendation, which was widely expected to be the cable-stayed span. At the end of June the Metropolitan Transportion Commission, the local

> "This is not an indictment of the T.Y. Lin firm, but they were chosen because they can be controlled by Caltrans. Caltrans is looking for an easy process, not the best bridge."
>
> *—Bay Bridge Coalition member Ronald Middlebrook*

traffic-planning agency assigned by the governor to build consensus on the new bridge, will make the final decision, then go ahead with refinement and construction.

And that's how the story should wrap up, happy ending intact. Problem is, a lot of people aren't happy. Many observers say the selection process has been tarnished by questionable decisions and missed opportunities. They say better bridge designs were ignored—bridge designs like Gary Black's.

"I saw what was out there and it was hopeless," Black says of Caltrans' original two proposals. "After all, I live here too. I'd have to see it every day." So Black, an associate professor of architecture at UC Berkeley and a professional structural consultant, got together with Abolhassan Astaneh-Asl, a professor of civil engineering at Cal, and the two men drew up their own bridge, which Black calls "the best solution at the best price": an angled, single-tower cable-stayed span supporting a curved traffic deck.

Then, drawings in hand, Black and Astaneh showed up at the MTC's April 23, 1997, hearing. The leaning tower and sail-like sweep of their innovative design immediately attracted attention and praise. This was a breathtaking piece of architecture, one that made the Temko/Lin design look stodgy. The day after the hearing the *Chronicle* ran a laudatory story featuring an image of the Black/Astaneh proposal, headlined "Sail Design Wows Bay Bridge Panel." The bridge was a hit.

The Black/Astaneh bridge intensified pressure on Caltrans and the MTC to open their design process to public participation. The MTC responded with a three-day design workshop in May 1997 to review ideas from other bridge contenders. The Black/Astaneh proposal was on the table, along with seven or eight other new suspension and cable-stayed designs. (In a suspension bridge—the Golden Gate, for example—the road deck is hung from cables suspended between towers. The more recently developed cable-stayed bridge supports the road deck with rigid cables tied to a supporting tower.) Also presented at the workshop were a handful of more imaginative, if less realistic, proposals. There was a spoked arch bridge inspired by the design of a Parisian ferris wheel, and an undulating coil bridge that wrapped the traffic deck like a serpent.

And there was everyone's favorite whipping boy, the lonely viaduct. Only this wasn't the same viaduct that Temko had railed against. This was a modified and much more graceful design, composed of diminishing arches that seemed to skip across the water, offering vistas in every direction. But this proposal, which Caltrans called its "arched bridge concept," was never taken seriously. Why not? "We didn't develop this alternative until late in the game," says Caltrans spokesman Colin Jones. "By then there was already a strong bias against a viaduct and for a 'signature' bridge."

The arched bridge still had its defenders—Jones' assistant Jeff Weiss called it "a signature span that doesn't look like it tries too hard"—but after the Temko piece the chances for any viaduct, however elegant, were exceedingly slim. In subsequent meetings of the Engineering and Design Advisory Panel, the group of 36 engineers and architects appointed by the MTC to give expert advice, it became clear that "signature" meant big and bold.

The option of an understated bridge had been lost, even though some members of EDAP supported the idea of a subtler span. Engineer Ephraim Gordon Hirsch put it like this in an April 10, 1997, *Chronicle* interview: "The western part of the Bay Bridge is one of the great bridge designs of the world, and underappreciated as well. What we put on the other side of Yerba Buena Island should not ignore the present bridge and upstage it. It should be harmonious and complement it, be a good neighbor and not a new kid on the block."

Inadvertently, Caltrans had helped defeat its own design. When first presented, the viaduct was touted as the cheapest alternative, a fallback position, little more than a tool for cost comparison. And that's what the original rendering showed—Temko's uninspired "freeway ramp." Had Caltrans offered its "arched bridge concept" in the first place, and called it a "restrained prelude to the western span" which also happened to be the most cost-effective option, it would have been among the front-runners. But the arched bridge wasn't developed until after Temko's piece, when—apparently unbeknownst to Caltrans—anything remotely smacking of viaduct was verboten.

The MTC disregarded the new-and-improved arched bridge and retained the original viaduct simply as a baseline for cost comparison, at $1 billion. It proposed three other concepts as real options: Black's sail bridge, a single-tower cable-stayed bridge, and a single-tower suspension bridge.

By now it was mid-May 1997. Building a Bay Area consensus was taking longer than the MTC had anticipated. Over the course of their hearings, EDAP, the MTC, Caltrans and the public had all decided they wanted a "signature" bridge, but they couldn't agree on whose signature should be scrawled across the East Bay skyline.

The task of recommending one of the MTC's four concepts was now assigned to the Caltrans Advisory Panel of Conceptual Designs, 12 international engineers who often advise Caltrans and the MTC on structural specifics. This was a critical moment in the process. Once the panel chose a concept, the next step would be to award

"It's water under the bridge. At some point you have to make decisions and m[illegible] deadlines. Some people might get short shrift. That's the reality of any project."

—Caltrans spokesman Colin Jones

a lucrative contract to a firm to develop it into a design. A nod from the panel would mean big money.

On May 30 the panel chose the single-tower cable-stayed bridge, similar to the Lin concept first advanced by Temko. Black's design, the dark horse that had captivated the public, was dropped. "Even though Concept 2 [Black's design] provides a very interesting visual solution," the Caltrans panel concluded in its report, "there is not sufficient time under the adopted schedule to develop sufficient evidence of satisfactory seismic performance to proceed with this concept with confidence."

Not so fast, said members of th[illegible]v Bridge Coalition, a self-ap[illegible]ted new-bridge watchdog group that includes members of the American Institute of Architects, the major art museums in San Francisco and Oakland, the American Society of Civil Engineers and other professional organizations. The Bay Bridge Coalition has been critical of the bridge-selection process from the start, and it found the Caltrans panel's "not enough time" excuse dubious at best.

"We've lobbied for an open competition since April 1997," says Roumen Mladjov, an engineer who's a member of both the Bay Bridge Coalition and EDAP. "We're not happy with the process. We want a world-class bridge and the only way to get the best design is to hold an open competition."

The hitch here is that the new span is, at its foundation, a seismic-safety project. Caltrans intends the new bridge to withstand a "maximum credible earthquake": 8.5 on the San Andreas Fault, 7.25 on the Hayward Fault. Caltrans and the MTC say a wide-open competition m[illegible]t force them to build a bridge—l[illegible]lack's—that's dazzling but just too unproven to serve as the Bay Area's "lifeline."

"People don't fully appreciate the urgency here," says Steve Heminger, manager of legislation and public affairs for the MTC. "This is not like placing a sculpture in a garden. It's an extremely complex project situated between two active faults." What's more, Heminger says, the process has already been unusually open for a seismic-safety project, as evidenced by what he calls the "limited competition" of the MTC's three-day workshop.

Mladjov doesn't buy it. He says the workshop was no substitute for a real competition: it was not internationally publicized, the MTC was under no obligation to select a final design from workshop submittals, and participants were given a scant week's notice to prepare their entries. Competitions are not an uncommon means of soliciting designs for major projects, and Mladjov argues that they actually save time

"All the people involved with this project are wonderful, astute, smart people. It's just that what we're getting is a committee designing a camel."

—Bay Bridge Coalition member Perry Haviland

and money. In four months, he says—three for people to prepare, one for judging—"we would have had the best bridge design possible, selected from the world's best designers. It has taken Caltrans 13 months to get this far. That costs money."

Even after the Caltrans committee selected the single-tower cable-stayed bridge as its preferred alternative, the MTC backtracked and asked Lin to pursue both suspension and cable-stayed variations.

The Bay Bridge Coalition fears that all the bureaucracy of the selection process will, in the end, result in a mediocre monument. No one wants another San Rafael Bridge.

But shouldn't the selection of T.Y. Lin International, a highly regarded firm with bridge-building experience, have calmed the concerns of the coalition? Not really. Ronald Middlebrook, an engineer and coalition member, worries about the choice. "This is not an indictment of Lin, but they were chosen because they can be controlled by Caltrans. They're looking for an easy process, not the best bridge."

Caltrans spokesman Colin Jones defends the choice of T.Y. Lin International and the entire selection process as an important decision made in a public forum. There are no backroom deals here."

Some members of the coalition aren't so sure, and the reason is this: Charles Seim, the chairman of the Caltrans Advisory Panel of Conceptual Designs, happens to be a principal with T.Y. Lin International, and T.Y. Lin himself is on the panel. It was Lin's single-tower concept that was chosen and Lin International that got the contract to develop four versions of it—two cable-stayed versions and two suspension versions—even though Caltrans' own preliminary studies suggested that such a bridge would cost $30 million more than Black's bridge. It begs the question: was there a conflict of interest here? Was there really not enough time to explore Black's design, or just not enough will? Black went so far as to revise and resubmit his initial proposal, answering the Caltrans advisory panel's structural concerns, but he got no official response from the MTC or Caltrans.

Jones answers that, with 12 members on the Caltrans panel, two members alone could not have swung the vote. "And pardon the pun," he says, "but it's water under the bridge at this point. At some point you have to make decisions and meet deadlines. Some people might get short shrift. That's the reality of any project."

Architect Perry Haviland, another member of the Bay Bridge Coalition, is philosophical about the selection process. "Caltrans has ended up with a process that is probably very open from their perspective," he says, "but closed from ours."

And what does he think about the final four proposals from T.Y. Lin International? "We're not happy with the results. There's no solution that says, 'Wow! Build me!'" Haviland liked Black's bridge, but believes "there were probably some political reasons for the decision to drop it, some behind-the-scenes discussions where Caltrans decided it was probably not willing to work with UC." Translation: UC is not in the business of building bridges, and Black's design was copyrighted. Certainly not insurmountable hurdles, given that Black developed the copyright specifically for this project, and that he has a foot in the professional as well as the academic world, but enough, apparently, to ground his proposal.

And though Haviland sees politics at work, he doesn't see a conspiracy. "All the people involved with this

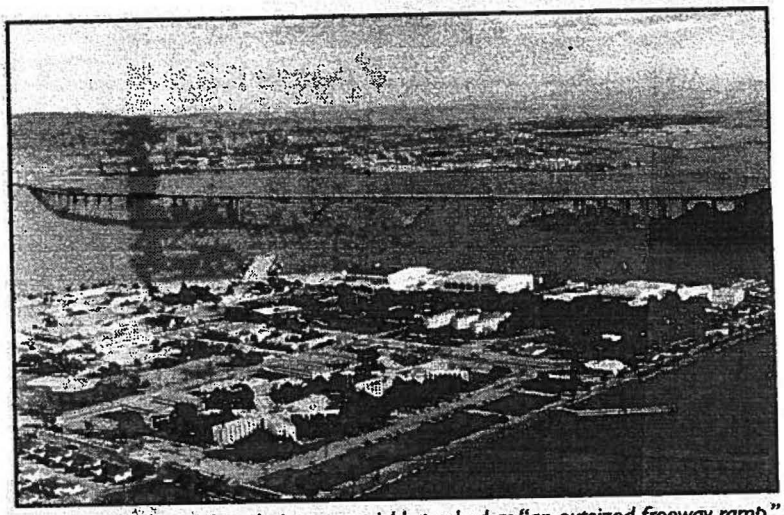
project are wonderful, astute, smart people," he says. "It's just that what we're getting so far is a committee designing a camel."

Whether the Bay Area gets a bridge that says "Wow!" or "Whoa!" remains to be seen. For some, though, the phantoms of what might have been will forever haunt the bay, no matter what design gets built. "There's a big difference between good and excellent," Mladjov says wistfully.

By the end of June the MTC will decide whether to adopt EDAP's final recommendation. Between now and then there will be three hearings: June 10, June 22 and June 24. The June 10 hearing has been set aside exclusively for public comment. It's the Bay Area's last chance to lobby for a camel, a sail, a serpent—or none of the above.

Whatever the choice, history may vindicate Black and the other early contenders. Case in point: in 1922 the *Chicago Tribune* held an open competition for a new downtown skyscraper. A neogothic tower won the contest and was built. It's a nice example of early 20th-century historicist design. But what the competition is really remembered for are the designs that *didn't* get built. An entry by Walter Gropius, founder of the influential Bauhaus school in Germany, introduced Americans to the new age-of-the-machine aesthetic; it was this sleek, minimalist design that would be adopted 30 years later for nearly every highrise in the country. Second place went to a man named Saarinen, whose design was characterized by a novel facade that stepped back as it rose, allowing sunlight and fresh air to reach the street below; his approach would define Manhattan in the '30s and '40s. And a quixotic entry by Adolf Loos, a Doric column 50 stories tall, prefigured the postmodern penchant for literalism half a century before Phillip Johnson planted his giant AT&T Chippendale wardrobe in downtown New York.

The sketches and theories of designers have a habit of outliving their constructed works. It may be that we will indeed get Black's sail bridge, or the French ferris wheel, or even the coiled serpent. We just might have to wait awhile—or at least until the next earthquake. ●



Caltrans' low-cost viaduct design was quickly trashed as "an outsized freeway ramp."

Alfredo Botello is a writer and architect who lives in Berkeley.

Although the Metropolitan Transportation Commission's Engineering and Design Advisory Panel has chosen the bridge it likes, nothing is cast in steel until the MTC meets June 24 at 10 a.m. Before that there will be two meetings to discuss the eastern span: June 10 at 1 p.m., and June 22 at 1 p.m. at 101 Eighth St. in Oakland. All the meetings are open to the public but only the June 10 meeting will be open to public comment. For more information call the MTC at (510) 464-7700.

SAN FRANCISCO CHRONICLE
Saturday, May 30, 1998

Bay Bridge Surprise— Suspension Plan Wins

Panel also OKs lane for bikes, pedestrians

By Alex Barnum
Chronicle Staff Writer

In a surprising reversal, an advisory panel of engineers and architects chose a suspension bridge design yesterday to replace the existing eastern half of the San Francisco-Oakland Bay Bridge.

The 19-member panel, which is advising the Metropolitan Transportation Commission on the $1.4 billion project, chose the suspension design over a cable-stayed design that had been widely favored going into its final meeting. The vote was 12 to 7.

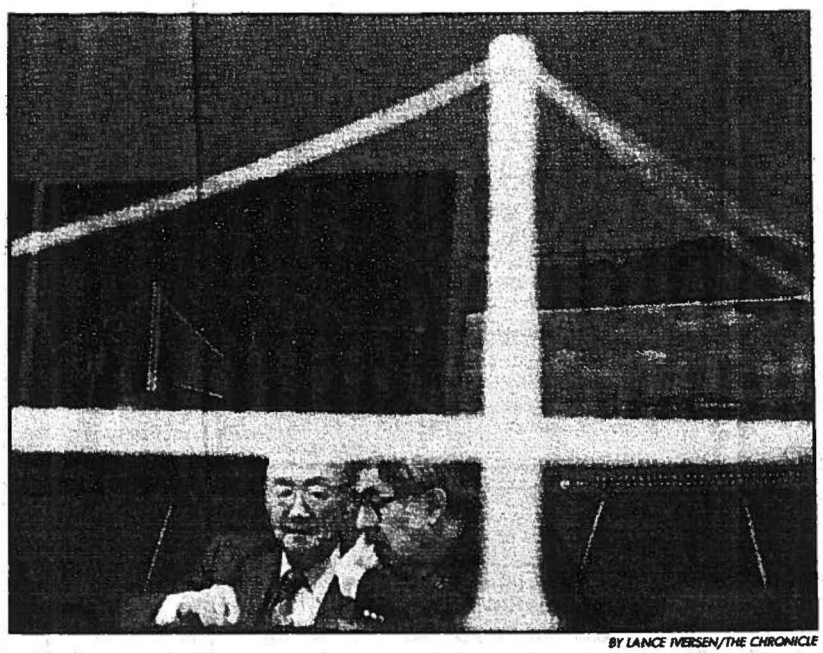
The panel, which met for more than five hours yesterday in Oakland, also recommended including a combined bicycle and pedestrian lane on the south side of the bridge.

The panel's abrupt shift toward the suspension design came after designers presented some major changes to the structure at yesterday's meeting. Members of the panel said they were persuaded by the design's grace and harmony with other bridges on the bay.

"When I first heard the idea, I have to admit I thought it was one of the dumbest ever. But I've been convinced otherwise," said Ephraim Hirsch, a San Francisco engineer. "The self-anchored suspension bridge is unique, and it pays respect to our other bridges."

The panel's selection, after a

BRIDGE: *Page A14 Col. 1*



BY LANCE IVERSEN/THE CHRONICLE

Panel members T.Y. Lin and Alex Scordelis examined a model of the suspension bridge proposed to replace the eastern half of the Bay Bridge.

BRIDGE: Suspension Design

From Page 1

year of reviewing dozens of designs, is a critical step in determining the look of the new span, which is being built because the existing cantilevered span is seismically unsafe.

The recommendation must still be approved by a transportation commission task force and by the commission itself on June 24. After the design is completed, construction should start in 2000, and the bridge is expected to open in 2003.

Both bridge designs and various bicycle path options came within the $1.435 billion budgeted for the new structure. The suspension bridge design is about $50 million more than the cable-stayed design.

Both structures also would be equally strong in a major earthquake. They were designed to withstand a 8.5 magnitude temblor on the San Andreas Fault and a 7.25 magnitude quake on the Hayward Fault.

Hence, for panel members it came down to a question of aesthetics.

Early in its deliberations, the panel leaned toward a suspension design. But the design team fumbled with the concept, presenting version after version that panelists criticized as too "busy" and "clunky."

At the same time, the cable-stayed team presented a design that panelists said looked modern and distinctive — a single tower with a colored screen at its top and cables fanning out to the roadways.

The cable-stayed design also was favored in two informal Chronicle polls conducted over the past month, although in the latest poll that margin had all but disappeared.

But the design team for the suspension bridge, which includes Weidlinger Associates, a New York engineering firm, and San Francisco architect Donald Macdonald, came through yesterday with some dramatic improvements.

The tower is now slenderer. Instead of a single cable, the design has two main cables descending to the outside of the side-by-side road decks, creating a vaulted, tentlike space through which motorists will pass.

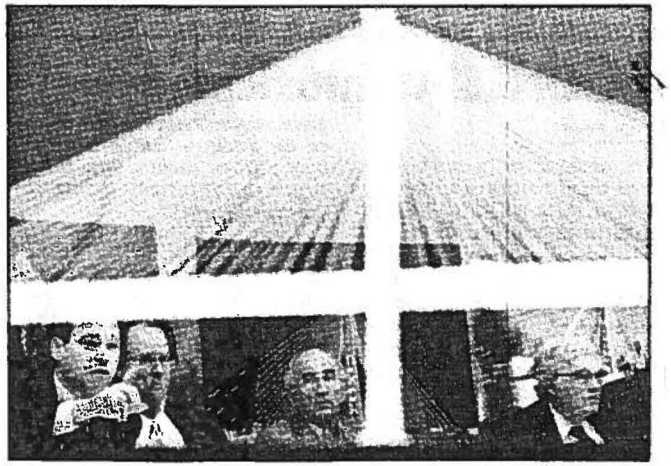
The cable of a suspension bridge will be visible from a greater distance than the thinner cables of a cable-stayed design, said John Kriken, a San Francisco architect and vice chairman of the panel.

In a change that particularly impressed panelists, the tower was moved 35 meters closer to Yerba Buena Island. This creates an asymmetrical design, with a relatively short span on the island side and much longer span reaching out toward Oakland.

On the question of a bicycle path, bicycle and pedestrians groups would prefer to have two 10-foot-wide paths on either side of the bridge raised one foot above the road decks, one for bicyclists and the other for pedestrians.

But the panel voted 13 to 1 for their second choice — a single path on the bridge's south side — in part because an elevated bike lane on the north side would obscure motorists' views from that side.

The cost of the twin lanes is about $70 million; the cost of the single lane is is $48 million.



BY LANCE IVERSEN/THE CHRONICLE

The rejected cable-stayed design was shown at Oakland meeting.

Agenda Item #12

COPY

Subject: Bay Bridge Bike Path
Date: Tue, 9 Jun 1998 21:43:09 -0700 (PDT)
From: Ron Strochlic <strochlic@igc.apc.org>
To: joel@bcdc.ca.gov
CC: jmeggs@lmi.net

Dear BCDC Commissioners:

Please ensure that the new Bay Bridge from Oakland to the island includes bicycle and pedestrian access. Please also ensure that this access is safe from wind, noise and pollution by building the path slightly below deck, just enough to block line-of-sight noise from motor vehicles.

Please also ensure that the new bridge, including the toll amenities package, will not prohibit the restoration of intercity rail service across the bridge by building the new bridge strong enough to support such rail and by preserving the existing location and existing capacity of the Transbay Transit Terminal. With one-million new east bay residents projected by 2015, the Bay Bridge, which is accurately dubbed the "lifeline" of the Bay Area, will again need to be able to double its capacity with rail service.

Thank you for all your support of people access to date, and thank youd for looking ahead to the future by designing a true bridge to the twenty-first century.

Sincerely,

Ron Strochlic
512 E. 22nd St.
Oakland, CA 94606

SIERRA CLUB • LOMA PRIETA CHAPTER
San Mateo • Santa Clara • San Benito Counties

Agenda Item #12

June 9, 1998

BCDC
30 Van Ness Avenue, Suite 2011
San Francisco, CA 94102

Dear Commissioners,

We support a bicycle/pedestrian facility on the Bay Bridge hope that you will support it, and in so doing, allow people in San Francisco and the East Bay to bypass gridlock, using non-polluting transportation. We support efforts to provide such non-motorized access to all bridges in the Bay Area, as valuable components in a strategy to provide regional connectivity to bicycle travellers.

I personally have used the bicycle/pedestrian on the Dumbarton Bridge and can attest to the value of these facilities in making what otherwise would have been an impossible bicycle commute possible.

Yours truly

Bill Michel

Bill Michel
Conservation Chair
(650) 336-7737 (days)

3921 East Bayshore Road Suite 204
Palo Alto, CA 94303
415-390-8411
FAX 415-390-8497

COPY

1406 Henry St Apt K
Berkeley, CA 94709
June 8, 1998

BCDC
30 Van Ness Avenue, Suite 2011
San Francisco, CA 94102

Dear BCDC Commissioners:

Please ensure that the new Bay Bridge from Oakland to the island includes bicycle and pedestrian access. Please also ensure that this access is safe from wind, noise and pollution by building the path slightly below deck, just enough to block line-of-sight noise from motor vehicles.

Please also ensure that the new bridge, including the toll amenities package, will not prohibit the restoration of intercity rail service across the bridge by building the new bridge strong enough to support such rail and by preserving the existing location and existing capacity of the Transbay Transit Terminal. With one-million new east bay residents projected by 2015, the Bay Bridge, which is accurately dubbed the "lifeline" of the Bay Area, will again need to be able to double its capacity with rail service.

Thank you for all your support of people access to date, and thank you for looking ahead to the future by designing a true bridge to the twenty-first century.

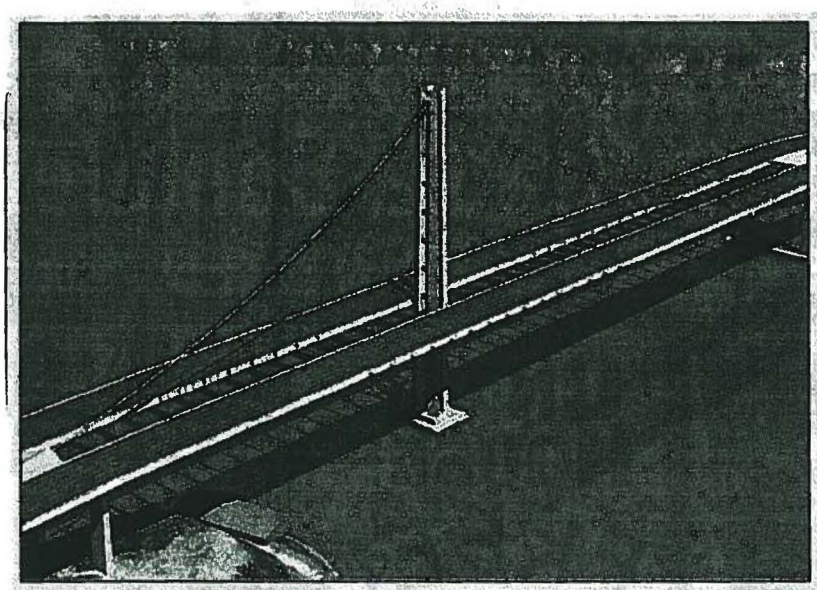
Sincerely,

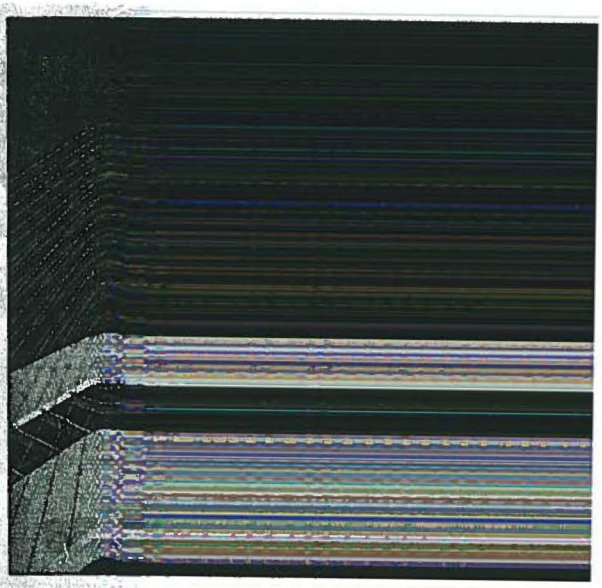
Bhima Sheridan

Bhima Sheridan

CONTRA COSTA TIMES
Thursday, June 11, 1998

Agenda Item #12





THE SINGLE-TOWER SUSPENSION option, left, has been selected as the Bay [redacted] choice by the design task force. Another option is the single-tower cable-stayed [redacted]

Public pans favored bridge

[redacted] Some dislike cost, others the look, while bicyclists are still pushing for a lane

By Robert Oakes
TIMES STAFF WRITER

OAKLAND — A replacement eastern Bay Bridge should include a bike path, be built strong enough to carry trains and better look nicer than the current proposed design, speakers told a government panel Wednesday.

Several Bay Area residents, elected officials and others who came to a public hearing criticized, ridiculed and generally gave a thumbs-down to the recommended design — a single-tower suspension bridge.

Everyone offered different ideas about their bridge preferences, but the suspension bridge design won few allies. Regional officials are schedul[redacted] June.

"I thi[redacted] sentatio[redacted] money, known Bay Bri[redacted] don't th[redacted]

The [redacted] been m[redacted] in an at[redacted]

Se[redacted]

Bridge

FROM PAGE A1

sensus about a replacement for the current 61-year-old structure from the Oakland shoreline to Yerba Buena Island.

If comments Wednesday were any indication, the task force has plenty of work cut out for it with fewer than two weeks remaining in the pick-a-bridge process.

Lin and some other speakers preferred a single-tower cable-stayed bridge, a design popular in Europe and Asia but rare in the United States. Others said they wanted a bolder, more innovative design than the suspension span.

The suspension bridge too closely resembles older toll bridges such as the Golden Gate or western Bay Bridge, said Jeff Loeb, owner of a San Francisco advertising firm.

"It seems much more like a replacement of what we've seen before," Loeb said.

Others wondered why any tower bridge is necessary instead of a flat and less expensive viaduct.

"The problem with a signature bridge is, who is going to see it? Basically, only tourists in tourist boats," said Carleton Hussey of Walnut Creek.

An engineering and advisory panel in late May recommended the suspension bridge as a "signature" structure. It would cost about $50 million more than the cable-stayed structure, priced at about $1.4 billion.

A cheaper bridge would reduce the life span of a $1 toll surcharge to less than the current 10-year maximum allowed under state law to finance a signature span. The higher toll started Jan. 1.

Bicycle groups have been the most aggressive lobbyists in the bridge selection process, and they continued pushing for a bike lane Wednesday. It would add about $50 million to the cost.

Opinions vary about what kind of path to build and on what side of the bridge it should be.

Several speakers said the bridge should have capacity to add trains, because they consider BART service inadequate through the Transbay Tube. A replacement will have only the same vehicle capacity as the current span. About 280,000 vehicles cross it daily.

"A bridge that does not have rail is unacceptable," said Berkeley Mayor Shirley Dean.

Task force members were still confident they could meet the current schedule and vote June 22. Caltrans hopes to finish building the bridge in 2003.

"We're now in the home stretch and can almost see a bridge at the end of the tunnel," said Mary King, task force chairwoman and an Alameda County supervisor.

WHAT'S NEXT

■ **June 12:** 5 p.m., deadline for public comment. Call 817-1717 (from any area code) and press "7", write Mary King, chairwoman, Bay Bridge Design Task Force, Metropolitan Transportation Commission, 101 Eighth St., Oakland, CA 94607, e-mail info@mtc.ca.gov, online at http://www.mtc.ca.gov.

■ **June 22:** 1 p.m., Bay Bridge Design Task Force recommends final design.

■ **June 24:** 10 a.m., Metropolitan Transportation Commission adopts final design for recommendation to Caltrans.

All the meetings are at the Metro Center, 101 Eighth St., Oakland, across the street from the Lake Merritt BART station.

SAN FRANCISCO CHRON
Thursday, June 11, 1998

Agenda Item #12

Span Design Displeases East Bay

Leaders call towerless stretch 'freeway on stilts'

By Laura Hamburg
Chronicle Staff Writer

Some East Bay city leaders are grumbling that the favored design for a new eastern span of the Bay Bridge looks more like a freeway than a grand entrance to their side of the bay.

"The designers are calling the towerless stretch of the bridge a skyway, like it's some golden road to heaven" said Terry Roberts, Oakland's director of public works. "What it really is is a freeway on stilts."

The mayors of Oakland, Emeryville, Alameda and Berkeley echoed that sentiment yesterday at a packed public hearing before the Metropolitan Transportation Commission's Bay Bridge Design Task Force.

Two weeks ago, an advisory panel of engineers and architects chose a suspension span design to replace the eastern half of the bridge from Yerba Buena Island to Oakland. It is expected to open in 2003 and cost about $1.5 billion.

The choice came as a surprise because the panel seemed to be leaning in favor of a cable-stayed, single-tower design. Designers said a suspension bridge would match the look of other bridges, including the western span of the Bay Bridge and the Golden Gate Bridge.

Their recommendation must be approved by the task force and the regional commission June 24.

At yesterday's hearing, dozens of other speakers weighed in with their views, including Tom Eckler of Oakland, who told the task force: "It think it's ugly and you should build the bridge out of bamboo."

But beyond aesthetics, the East Bay mayors said they also were concerned that the preferred bridge design doesn't include a plan for light or heavy rail service.

East Bay leaders are miffed that the "signature" part of the bridge — the soaring, slender tower and two main cables descending to the outside of the side-by-side road deck — is located closer to San Francisco than their cities.

The tower and cable section is about 15 percent of the preferred design. The remaining 85 percent of the bridge replacement, known as the viaduct or skyway, is a stretch of roadway less than two miles long that serves as the East Bay entrance.

"The tower and cables are world-class, but you only see it for about 20 seconds when you're traveling across the bridge," Roberts said. "The remaining 85 percent has no class, and that's what you'll get to see for about two minutes."

It's not a "dignified and exciting entrance to the East Bay," said Berkeley Mayor Shirley Dean.

The opposing view is that the viaduct stretch of bridge will offer an unencumbered, sweeping view of the Oakland and Berkeley hills.

"I like the idea of a gateway to Oakland and Berkeley where you can actually see the hills and the UC Berkeley Campanile," said Mary King, Alameda County supervisor and chairwoman of the the Bay Bridge Design Task force.

Emeryville Mayor Ken Bukowski urged designers to make the bridge capable of supporting rail service.

"When passenger rail trains ran across the bridge in the 1940s and 50s, the two rail lines actually moved more than double the number of people across than the 10 motor lanes do today," Bukowski said. "If you're going to build it, do it right and include rail," he said.

Bike access, however, is included in the new design. The advisory panel recommended a single, 12-foot-wide pedestrian and bike path on the south side of the eastbound deck.

Bicyclists cheered the idea, but some said they want the bike lane dropped below the path of motorists — by as much as five feet. They are worried about the noise of cars whizzing by, the glare of headlights and flying debris like tire scraps shooting off the cars.

"Traffic on the bridge is going to be so loud — up to 80 decibels," said Derek Shuman of Berkeley, who played a tape recording of loud freeway noises to amplify his point. "See?" he shouted to the task force over the blaring boom box, "it's so loud bicyclists could lose their hearing."

SPAN: *Page A20 Col. 1*

Agenda Item #12

Congress of the United States
Washington, DC 20515

June 11, 1998

COPY

Jim Spering
Chairman
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. Spering,

We are writing to encourage the Metropolitan Transportation Commission to follow the recommendation of its architectural advisory panel to incorporate bicycle-access lanes into designs of the replacement east span of the Bay Bridge during its meeting this month. We believe it will be a progressive decision that will benefit generations of Bay Area residents.

Bicycle lanes on the new east span will be the first step toward linking the East Bay and San Francisco by popular alternative transportation, while providing an exciting new recreation for visitors and weekend travelers. In a recent informal San Francisco Chronicle poll, respondents voted at a seven to one margin in support of bicycle and pedestrian access to the bridge. The Golden Gate Bridge is already a popular conduit for bicyclists, who often number more than 3,000 on weekends. The East Shore bicycle path from Albany to the Bay Bridge is currently under construction. The eventual possibility of biking from Oakland into The City will take some drivers off of our congested freeways, encourage the development of recreational open space on Treasure Island, and afford the public views of the entire region from the middle of the Bay that are not possible by car today.

While the west span and approach of the Bay Bridge are being retrofitted without bicycle lanes, bikes on the east span encourage that option — a decision MTC alone can make. While Mayor Willie Brown has discouraged public access to Yerba Buena and Treasure islands, bicycle lanes on the bridge will encourage The City's redevelopment authority to preserve open spaces and make them available to the public.

Bicycles on the new bridge will constitute one enormous step toward connecting the Bay Area as never before. The advisory panel voted 13 to 1 for a bicycle and pedestrian lane. We earnestly hope you will choose their counsel as you meet this month.

Sincerely,

George Miller
GEORGE MILLER, M.C.

Nancy Pelosi
NANCY PELOSI, M.C.

Anna Eshoo
ANNA ESHOO, M.C.

BARBARA LEE, M.C.

TOM LANTOS, M.C.

LYNN WOOLSEY, M.C.

PETE STARK, M.C.

ELLEN TAUSCHER, M.C.

TOM CAMPBELL, M.C.

Bike the Bridge! Coalition
P.O. Box 15071
Berkeley, CA 94701-6071

http://www.xinet.com/bike/

510/273-9288 – Action/Adventure Hotline
510/720-2818 – Pager, Jason Meggs, East Bay Coordinator
510/486-1528 – Facsimile c/o

June 18th, 1998

TO: BCDC

RE: PLEASE ENSURE A COMFORTABLE PEOPLE-PATH ON THE NEW BAY BRIDGE

Dear Commissioners:

You have a tremendous opportunity before you to do the right thing. For decades, the San Francisco Bay has been an incredible barrier to those who wish to or need to travel by bicycle or foot. At this time, our congestion is skyrocketing in the Bay Area and the Bay Bridge approach is the largest Freeway in the world—and the bridge itself is the most heavily traveled toll bridge in the country.

Bicyclists will flock to the bridge in the thousands if given a chance. There is NO reasonable provision for mass transit during the day, especially during the all-important commute (when BART prohibits bicycles), and there is absolutely none—for anyone—at night. A Bay Bridge trip takes only 20 minutes for an average cyclist, compared to regular 45 minute delays at the toll plaza for motorists and reduced speeds on the bridge. The path may be considered a congestion relief valve as it doubles the capacity of the bridge.

In addition, the increased potential to enjoy the Bay; for a new East Bay park at the bridge touchdown; and for significantly improved public access to Treasure Island, would be a profound gift to the entire region.

We urge you not only to support the path and to do everything within your power to ensure that it is built, but also to ensure that it is ***COMFORTABLE***. While cyclists will do whatever we need to do to travel, it is unjust to make us suffer the noise, headlight glare, pollution, winds, debris, and harassment from motorists which may be significant on this bridge. It is known that the noise will cause permanent hearing loss and prevent normal conversation. Fortunately, there are low—cost options to prevent these problems from being suffered.

1) **Lower the path** so the side wall is at least 6 feet in height. This cuts out noise and headlight glare significantly, as well as wind, and possibly pollution.

2) Raise the path ***OVER*** the freeway in the center—as is so successful on the Brooklyn Bridge in NYC. This cuts down noise and glare, while affording maximum views and reduced pollution.

3) Suspend the path ***UNDER*** the bridge, which would be the quietest and least polluted, and the cheapest.

In addition, please ensure that the Transbay Transit Terminal and its ramps are preserved, at their current location, and that the bridge maintains its current capacity for accommodating inter-city rail. There is no question that supporting these goals is within your honorable mandate to ensure **maximum feasible public access** and **maximum ultimate capacity**.

Sincerely,

Jason Meggs, East Bay Coordinator

STATE OF CALIFORNIA PETE WILSON, Governor

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
THIRTY VAN NESS AVENUE, SUITE 2011
SAN FRANCISCO, CALIFORNIA 94102-6080
PHONE: (415) 557-3686

FAX TRANSMITTAL

PLEASE DELIVER THE FOLLOWING PAGES TO:

Angelo J. Siracusa

FAX TELEPHONE NUMBER: **(415) 388-6454**

SENT BY: **Steven A. McAdam, Deputy Director, SF BCDC**

FAX TELEPHONE NUMBER: **(415) 557-3767**

DATE: 6/19/98 TIME: 11:30 a.m.

NUMBER OF PAGES: **2**
(including this transmittal sheet)

Bay Bridge Bicycle/Pedestrian Advisory Committee
Pathway Recommendation to the
Engineering and Design Advisory Panel
May 29, 1998

Recommendation #1
Two paths, each at least ten feet wide, approximately 12" above deck level.
Cost: On the order of $70 million.

Recommendation #2
If EDAP does not choose to include two paths in the final bridge design, then we recommend one 15-foot wide path on the south side of the new span, approximately 12" above deck level.
Cost: On the order of $48 million.

Minimum Desired Alternative
If a raised pathway is unacceptable to EDAP, we would prefer a below deck pathway in which the total height of the solid barrier plus the depression is at least six feet. This could be accomplished, for instance, by depressing the path 3-1/2 feet given a standard 2'8" concrete barrier.

Bridge Railings
The Bicycle/Pedestrian Advisory Committee recognizes that, from a motorist's point of view, the path railings need to be as transparent as possible. This is also a desirable feature from a path-user's perspective for security, viewing and a sense of openness. We have some examples of highly transparent railing infill material, as a starting point for consideration by the design team.

Please note that the Golden Gate Bridge path is 13" above the roadway. Although it has no railing between the roadway and the path, it has a dense outside railing. Interestingly, motorists do not complain that their view is impeded. This outside railing is as close to motorists as the inside railing on the Bay Bridge will be, because the new span will have a shoulder and the Golden Gate Bridge does not.

We are confident that there are a number of innovative design solutions to creatively address the railing issue. We look forward to continuing to work with the bridge designers to develop these solutions for a world class pathway.

Transcript
Metropolitan Transportation Commission Meeting
Bay Bridge Design Task Force
May 13, 1998 1:00pm

Not an Official MTC Document

By: Ken Bukowski

Meeting Location: James P. Bort Metro Center- 101 Eighth Street - Oakland, California

MTC Bay Bridge Task Force Members

Mary King Chairperson (Alameda Bd Supervisors)
James P. Spering Ex-officio (Solano County/Cities)
Mark DeSaulnier (Contra Costa County BD of Supervisors)
Tom Hsieh (SF Bd of Supervisors)
Jon Rubin (SF Mayor's Appointment)
~~**Sharon J. Brown** (Cities of Contra Costa County)~~ ABSENT
Elihu Harris (Alameda County Cities)
~~**Angelo J. Saracusa**~~ (BCDC Appointment))

Chairperson Mary King → Good Afternoon, welcome to the Task Force meeting. I'm Mary King, chairperson of the task force, and I represent Alameda County on MTC, I'd like to ask my colleagues on the Task Force to introduce themselves, and make any introductory remarks that they would care to make. And we'll start with you, Mr. Hseih.

Tom Hseih ➨ I'm Tom Hseih, I representing the Board of Supervisors in San Francisco. I'm just delighted to see some models before us today, so we have some lively discussion.

Angelo Saracusa ➨ My name is Angelo Saracusa, I'm a retired president from the Bay Area Council, Vice-Chairman of BCDC, and I'm representing BCDC on MTC.

Jon Rubin ➨ I'm Jon Rubin representing the Mayor of San Francisco.

Mark DeSaulnier ➨ I'm Supervisor Mark DeSaulnier representing the Contra Costa County Board of Supervisors, and I'm delighted to be here, and I look forward to finding out what these are going to cost.

Jim Spering ➨ I'm Jim Spering, Chair of MTC, and I represent Solano County, and I heard the meetings were exciting and I thought I'd sit in today.

Chairperson Mary King → Wonderful, thank you for being with us, as well as staff that are hear from BCDC, as well as from MTC. As is our usual procedure, we welcome public input at the end of our agenda. Those wishing to speak should turn in a blue card to an MTC Staff person, now we'll proceed to item number two. As you can see from the models in front, the design teams have made considerable progress, refining the four different design options for the new Eastern Span.

Our engineering design advisory panel will meet on next Monday, May 18th, to narrow the four designs down to two, One cable stayed Bridge and one self anchored suspension bridge.

EDAP will then meet on May 29th to narrow the two designs down to either one recommendation, or to two options, ranked first and second, which this task force will consider at our two meetings next month on June 10th and 22nd. The full Commission will act on the Bridge design question on June the 24th.

Before proceeding with the status report on the 4 bridge designs options I want to take a moment to comment on the desire expressed by some ..... that a fifth design should be considered again. It's sort of like the more things change, the more they stay the same.

The so called Skyway, or Viaduct Design... I have received several letters, and strong opinions with regard to that. Not, and overwhelming number, but enough to mention it. As the members of this task force will recall, the skyway design was initially proposed by CalTrans s year ago, and was one of fourteen different bridge types initially reviewed by our EDAP.

At the conclusion of its work last year, EDAP unanimously recommended that MTC to carry forward the two cable supported bridge types that remain under consideration today. EDAP's recommendation was not a political decision, but the considered professional judgement of three dozen eminent engineers, geologists, and architects.

To those who remain enamored with the Skyway alternative, I can only say its time has past, and I hope you will join us in evaluating and choosing among the cable supported bridge designs that remain in the running. Now, I'd like to call on Denis Mulligan and Brian Maroney of CalTrans. and Steve Heminger from MTC to provide us with a status report on the bridge designs.

Brian Maroney → Madam Chair and Members of the Task Force, it's my pleasure to report to you that I think we see the light at the end of the tunnel. This has been an extremely difficult past four or five months, the coming months still going to be challenging. I think we're going to be successful, with respect to the 30% design.

In fact, in front of you, each of you have this document. What this document is, is a selection of actual structural plans, so you get the sense of.... almost a touch and a feel of the various structural alternatives that are being considered, as well as several architectural and visual pieces of information, prospectives, statements on the potential experience of the bridge.

This represents one element of the 30% design report which a draft will formally be given to the engineering design advisory panel on Monday. As part of the presentation on Monday, estimates, of cost, seismic safety will also be provided, with respect to those things.

Unidentified ➡ Brian, we want to move some folks

Brian Maroney ➡ Actually, it probably would be... excuse us...~*Interrupt*~

Chairperson Mary King ➡ We didn't even know something was happening behind us.

<miscellaneous conversation to prepare for the slide show>

Brian Maroney ➡ I'll go ahead and use these slides to complete some of the things that I would like to communicate to the Task Force..

<begin slide presentation>

Brian Maroney ➡ I'd like to use this slide to identify clearly... this is an aerial shot of he Bay Area, in the center you see Yerba Buena Island, and over on the right side you see the Oakland touch down area, this is essentially defines the limits of the Project.

At the last Task Force Meeting Commissioner Saracusa asked me to describe some of the information that was going to be shared with the engineering design advisory panel as well as elements of MTC, and I'd like to take this moment to describe some of that. As you go from one end of the project limit to the other end of the project limit. we will have various types of structures, to some degree, and it will require different types of construction techniques.

Because of that., for example, a pound of steel, or a cubic meter. if you will on this project, will cost different amounts, from one side of the bridge, if it's over land, as compared to what's over water. The information that will be provided to the engineering advisory design panel. on Monday, will break the structure down into segments, which will allow us to incorporate those things.

The main span,. will be one element, the skyway, will be another one.. that is most of the structure over the water...., the island transition, is one part that's broken down, and essentially the Oakland Plaza area. The over land portion on the Oakland touch down.

There will be costs associated with, not only the super structures,. the piers, and the foundations, with each one of those.

The plans that you have in front of you, at least the selection of the segment of the plans in front of you. This is what allows quantities, amounts of steel, amounts of concrete, erection, the direction plans. How you're going to build it, the directions of how you're going to build it.

This is what allows those to be developed, and then estimates from those, richly developed and that is a process that we're walking through right now. Quite a few people are working on that as we speak. So, we're going to be breaking it down into several elements for each type of bridge we will be generating various types information.

In addition to that, a variety of variations were studied, various types of materials, span lengths, structured depths, constant depths, or <haunched>.. variable depths, various alignments, and actually different types of bridges, and some of that is shown here in the models.

We will also be communicating or sharing variations of costs, associated with having a bicycle/pedestrian facility on the bridge, or not. Also, atheistic lighting, will be clearly identified, as well as incremental costs for increased span lengths. Now that's quite a parade of variations to present to EDAP. At the same time the design teams will be recommending to EDAP, the design alternative which they believe is most excellent, which incorporates one a self anchored suspension main span, and the other team will be presenting the structural alternative which they believe is the most excellent alternative, which incorporates a self anchored suspension bridge alternative.

Also, in that presentation three design teams, that carried out the seismic analysis and design will be presenting a seismic reliabilites of the alternatives, which they are presenting, and recommending.

> Now, at this time, all of the designs. they're only here if we thought it was appropriate, if they were capable of meeting seismic requirements at the site. So, some of the alternatives, that perhaps were seen earlier, that didn't meet that criteria, we don't present them to you and we're not going to present them to EDAP. So, those that don't meet the criteria. we're not presenting them to anybody, cause we don't see those as a realistic alternative.

However, all alternatives, once they meet a criteria, some alternatives, inherently have more capacity than others. Those differences, will be presented to EDAP so they will have full capacity to evaluate the differences in them, and some of those differences are small. They will also be clearly capable of evaluating designs themselves. The quantities, which we pulled off, and the costs... and I hope that addresses what the Commissioner asked last time..?

Angelo Saracusa → Is the combination of light rail, not a variation constant in all designs..

Denis Mulligan → I can jump in and address that. The Bridge will be designed for the current truck permit loading which has a similar live load capacity to a light rail vehicle, not a heavy rail, not a high speed rail. None-the-less if a decision was made to add light rail to the bridge in the future, some modifications would have to be made. For instance for straight current protection, or for some point load differences between truck loading and light rail loading.

The intention is to provide a bridge that provides maximum flexibility for future decision makers.

Brian Maroney → I would like to take a moment to make sure everybody understands that's not free. That's something that has to be planned for, and put into the design, that's something that we've been working on. >INTERRUPT.....

Angelo Saracusa → But., you're not showing it as a variation ..~INTERRUPT~

Brian Maroney → Correct.

Angelo Saracusa → You're not showing engineering with and without..?

Brian Maroney → That is correct. We are assuming that we have to put that in. Some folks.....it needs to be known that-that's not free.

With respect to the geology, as you know, we have quite a sophisticated geologic effort underway in the bay, and the team has more than adequately presented that information to the design team, that's appropriate, and we're continuing to collect more information, so are geological efforts are, quite frankly, outstanding on this project. I'm extremely impressed with <foogro?>.

The Environmental Impact Statement that's being developed, the technical studies, which essentially compose the environmental impact statements, are being drafted, and are being reviewed for the first time by the environmental leadership of the project team, and we're currently, as the top bullet on the slide shows, we're still anticipating a fall of 1998 public draft circulation. And of course, in this process, in the bottom bullet you see we're trying to keep good contact, no lack in communications, meeting regularly with those we will be asking fro permits from, BCDC, United States Coast Guard, and etc

Also, with respect to right of way. We actually have physical neighbors on this project, and we're continuously meeting them, tying to make sure they understand all of the decision processes. and the decisions that we will have to make, and those include the navy, City and County of San Francisco, the port of San Francisco, Coast Guard the City of Oakland, the Port of Oakland, as well as the Army.

I would like to take this opportunity to show you there are a number of these, the 30% design, I believe it's going to be done, it's exciting. I think they've worked really hard, I think all of them meet the seismic criteria.

These are just a few of the shots and the design team's going to be showing you more details of these. And with that, I'd like to ask Al if he could walk the team through. We're looking forward to this decision.

Again, a draft report to EDAP, on the 18th, that's Monday. We're looking forward to giving a draft of that report to MTC's EDAP. And then on the 29th, finalizing it. And we recognize that on the 29th the delivery of a final product. We recognize that as the time when the ticker starts.

UNIDENTIFIED → Thank you Brian. and we're very pleased to be here today, and we were all very pleased, a few weeks ago, to meet with your engineering advisory panel, and at that time present some refinements to our bridge designs. The models you see here today were incorporated in that presentation.

We're very much looking forward to Monday's presentation, that really should be a historic occasion. At that time we'll present additional refinements to the models, and we'll also present cost information, and additional seismic performance information. At this time I'd like to ask Rafael <Monzonaris ?>, our project technical manager to give you a glimpse of some the images I'll be providing

Rafael: Let me show you some views that we have taken from our computer model, that incorporates the new bridge options that we looking at, into the Bay. Up on the top left hand corner is an aerial view, and then to the right, you see this is a view from Coast Guard Pier, that's Yerba Buena Island, looking to the north, is the double tower, in this case is the self anchored suspension bridge.

You can see the same views for this option, up at the bottom as well, from the water on the left lower corner, and a <?> type of view from the top.

This is another view from the south on the water looking to the north, you see the relationship of the main span for the east crossing, to the west span suspension bridge. the tower height is the same for both structures, and that was a limitation given to us through EDAP. The span length, in this case from the East crossing there, the main crossing, is about 300 meters.

This is the view from YBI looking to the east, this is what you would see if you would see if you were on top of the island, looking to the east. As you can see the two skyway structures are coming together to the tunnel. We will have some strattle bends, we call those strattle bends, you can see those <outriggers> coming out of the top deck, the westbound deck, to pick up the deck, supporting the deck through its piers. This is another view...

This is ... some views here, on the left is from Treasure Island on this double portal the self anchored suspension bridge, and here on the right, as you're driving to the east towards Oakland, you're going through the gate through the double portals. Please... another view.

This scheme right now is the single tower self anchored suspension bridge. It's a modified version of both the tower and the cables played out of the model that you see here today. This is what we will present for the EDAP crew on Monday. You can see just one cable in the middle, one large suspension cable in the middle, with the hangers, suspended, picking up the deck. from the outer edges of the deck, and from the inside.

That's a view of that option, from the south on the water, on the bottom, looking to the north you can see the relationship of the option with the west span, on the top side you see a view from the Oakland shore line looking west. And that's another view from the top of YBI to the east... and that's what you will see... And again, on the left is from Treasure Island, looking at the main , and also in this case we're going westbound towards San Francisco.

And this is the option, the cable stay main span, with the dual portal, the two portals are connected together in this case, and you can see in these pictures, You can also see on the left bottom corner, the relationship of the main span to the skyway, In this case we're showing what's called a <haunch> or a skyway solution for the skyway thanks.. Another one Darryl..

This is a view of the bottom again, I'm sorry, from the top from YBI, and looking east.. looking at the main span. You see the cables are smaller in diameter, they can be colored in any color that you want. You can see also the connection to the tunnel, towards the bottom of the slide. This is a view on the right side as you're going through the portals over here, towards Oakland, and you an see the view on the left from Treasure Island.

And this is the last option we're looking at, which is a single tower cable stayed solution, the tower is between the two roadway decks, and the cable stays are spread out from the tower in the middle, all the way to the outer edges of outer edges of both decks. You see also on the bottom left, a views of the relationship of that solution with the skyway, the <hanuce> tower in this case. And you can see from the bottom here, from the water looking out, the relationship of that solution.. and the relationship with the island, and also with the west span.

and you can see that particular option here, from the top of the Island, looking to the east, and from the right side, from the other lane, westbound, you can see the real sense of the cable spread out to the outer edges of the deck.

Ok, we're looking forward to make the final presentation to EDAP on Monday, and what you see here today, you're going to see again on Monday, with a lot more information. Thank you

Steve Heminger → I guess you can reassemble. I do want to give you a brief report on public comments that we've received so far on the four design types, as well as on the idea of renaming the bridge.

The comments we've received are summarized in the blue packet that you have at your seat. and based upon that comment, the most popular bridge so far would be the double tower suspension bridge, and the second most would be the single tower cable stayed bridge, they are very close to each other, in terms of comments we've received. The San Francisco Chronicle is doing a real poll. People can call in on their web site, or call in by telephone.
Their's is reversed. this one is the most popular, and that's the second, but in both cases, those are the two front runners, the double tower suspension and the single tower cable stayed bridge.

On the issue of naming, or renaming the new bridge, you'll notice that we have comments, in your packet. The comments are roughly split by those who would keep the current name, or change to a new name, and we do have some suggestions that we have received for new names... attached, in your packet. My own personal favorite is the one that says, we should name it after Bill Gates if he's willing to pay for it. < audience laughing >

So that's what we have on public comment on the bridge types. I believe the Chronicle will be reporting their results on Monday. We'll be continuing to tally public opinion, and we will continue to encourage it until about mid June. the public

&2can contact us here at MTC, they can phone our regional travel information number at 817-1717, any area code, and they can also contact us on the web at <www.mtc.ca.gov> So that is the public outreach report on the bridge tonight.

Chairperson Mary King → Any questions from Commissioners..... (no response) We'll move to item number 3. report on the Transbay Terminal. and now we'll receive a report from Ann Flemmer, of MTC Staff on the Transbay Terminal the yellow document in your packet. I expect there may be considerable public comment on this item. I hate to say I expect it. I mean. you know, it's like setting yourself up.

I want to remind everybody that the Task Force will not be taking any action on the Transbay Terminal today. The Staff report is being presented today for information only. We will continue to take public testimony on this issue on June 10th, and we will not take any actions contained in the recommendations contained in the Staff report until our meeting on June 22nd, and now we'll hear from Ann Flemmer.

Ann Flemmer → Thank you In your packet is a preliminary set of recommendations, and some background, related to the Transbay Transit Terminal discussions which are very much related to your decision on whether to extend the toll surcharge, and to include funds for replacement or relocation of the Transbay Transit Terminal.

We're bringing to you this background basically to prepare you, in the midst of all the other decisions to be made, what the situation is in our discussions with the various partners on this issue.

There are two basic issues covered in the memorandum. The first relates to the decision on the toll surcharge being used for replacement or relocation of the Terminal. A note I want to make, at that point, is that we, at this point, are also going to present information related to the existing Terminal and the West Approach seismic work that CalTrans is undertaking that will affect access to the Transbay Terminal Both issues are for your information today.

On the issue of the potential Terminal relocation project. As you know the City and County of San Francisco has proposed to relocate the Transbay Terminal to a site at Main and Beale. That was based on an evaluation of several options, and the decision was made in April of 1997. San Francisco proceeded to begin the conduct of a draft Environmental Impact Report on this particular proposal, but they have suspended work on that draft report, pending a decision for funding for that particular proposal.

Their finance plan does assume a contribution of funds from a toll surcharge extension, and back in July of last year, the Commission did recommend that up to 80 million dollars be used for that purpose, at the time of first outlining the options for the use of the Toll surcharge.

The estimated cost for a relocated Terminal rangers from 140 million, to 170 million dollars. The difference is the size of the project itself. An additional deck would be needed., a second deck, excuse me. . The first 140 million dollars is for a two story Terminal which would provide enough storage on those two stories for buses, and the staging of bus service.

Ann Flemmer (cont'd) ⇨ An additional story is expected to be needed with any substantial increase in bus service into San Francisco. So, we are providing a range, at this point, with that expectation, that we need to resolve the size of the Terminal itself. As we are all aware there have been real concerns about the relocation of that Terminal. Both AC Transit and East Bay Officials have voiced opposition to the San Francisco proposal and they do prefer to keep the Terminal where it is.

On the issue of the seismic work on the current Terminal, another piece of information that's important to know, is that seismic work has proceeded on the existing Terminal, the facility that is there today, with a 13 million dollar allocation, and project review and approval that was made by this Commission of existing bridge toll funds to seismically strengthen the facility.

In preparation of that work, the Office of State Architect concluded that the existing Terminal needed a serious of seismic strengthening improvements as well as several code upgrades to improve safety and accessibility to the existing facility.

In addition to the 13 million CalTrans estimates a 37 million dollar contribution would be added to that first 13 million, to complete that work. The Office of State Architect also concludes, that if money were available, it would be their recommendation, in the long term, to approach the existing facility by demolishing it and replacing it, because of the expensive prospect of having to continue to upgrade that facility. And as we know it is a 50 million dollar estimate, at this point.

The third issue we want to cover for you today has to do with our work with AC Transit, with CalTrans, with the City of San Francisco, and Golden Gate Transit is another tenant in the current facility on CalTrans' current plans for seismic work on the West Approach to the Bay Bridge. CalTrans has identified a series of changes that will be needed to the East Ramp Access to the Transbay Terminal, in order to provide adequate auto access, using a revised Fremont Street off-ramp into San Francisco.

CalTrans has reviewed several options of accommodating this particular need for auto access and they have decided that the most appropriate plan, at this point, is to remove a portion of the east ramp to provide that auto access within their existing right-of-way. What they would do to provide access for AC Transit, during the course of approximately 9 to 12 months temporary period, while this auto access is required, is to establish a two way bus access using the West ramp, into and out of the Terminal.

Obviously this will disrupt service for AC Transit. Under this scenario it will not be able to accommodate the current access and egress that AC Transit currently operates at the Terminal.

So,. MTC on behalf of the AC Transit, and working with CalTrans, and the others, established a working group to identify needs, in order to allow continued operation of AC Transit services while the 9 to 12 month temporary disruption was to occur.. hat's important to note, at this point, because there are two issues being confused, when you deal with the 9 to 12 month period. There is also additional concern on a proposal by CalTrans, and the decision on their part, at this point in time. to remove the East Ramp of the Terminal as part of the seismic work.

Our focus has been on the accommodation of AC Transit during the 9 to 12 month period, where the East Ramp will not be allowed to provide access, in order to accommodate the Fremont Street off ramp. We are deferring. for the time being, the issue of the East Ramp,.because it is subject to discussion, litigation, and legislative debate that is basically outside of regional... the confines of this discussion that we're having here.

We do not discount the impact that would occur to AC Transit in the long term,, but we want to focus in the near term on the 9 to 12 month period. And we want to report that I do believe that chairing the group that is working on this particular problem, the partnership that has been really coming to the floor to make this work has been very enlightening, and helpful to us.

Ann Flemmer (cont'd) ➡ We have looked at the AC Transit service levels, that are anticipated during the 9 to 12 month period. We have brought in an engineer and traffic planning support through DKS Associates to help us and the working group identify accommodations that will be needed for Ac Transit.

This work has identified a number of measures that are required. At this point we are going to continue that planning effort, but I am here to report to you that it is, in our opinion, feasible for Ac Transit to operate in the short term. We do need to make sure that all of the measures that are identified in the DKS analysis can be accommodated by CalTrans, and we believe an extra couple of months of Staff work is needed to clarify that, as well as to identify the financial plan, and the funding that's necessary to pay for those accommodations.

We will be returning to the Commission in September of this year with the financial plan and the operating plan for that 9 to 12 month period. What will be before the Commission, at that time. will include, hopefully the results of negotiations with CalTrans, on how to pay for those accommodations.. A combination of the West Approach Seismic work budget, as well as toll revenues may be required for that purpose and those negotiations will need to proceed in tandem with the conclusion of the operational analysis.

Given all of that as background, I wanted to proceed to our preliminary recommendations. Clearly the current stalemate between San Francisco and East Bay Officials really has precluded reaching a consensus on the long term at this point for the Transbay Transit Terminal, whether it's a replacement or relocation which is allowed in the current legislation on the extension of Bridge Tolls.

However, it is our opinion (MTC Staff) that replacement and relocation remains a legitimate long range regional objective. We can proceed with continued discussion, on the replacement or relocation, if MTC reserves some portion of an extension of the toll revenue fund for this purpose. If funds are reserved, In believe there is ample time to reach a conclusion or a consensus, and a solution. It's been difficult in the time period that we've had with this stalemate before us to reach that consensus,. but the time would be allowed, if we can reserve the funds.

Therefore, our recommendation would be to extend the surcharge and reserve a portion of the funds for Transbay Terminal relocation or replacement, subject to the 30% design cost estimates, and integration of the decision on the design, which you will be working on the next month, as well as your thoughts related to pedestrian & bicycle access. We do believe that it needs to be a single integrated decision. We want to be sure the Terminal is part of that decision.

The second part of the recommendation is that expenditure of any surcharge on the Transbay Terminal is subject to the completion of a fully funded financial plan. I noted in the early part of my remarks that the bridge toll would be a portion of what is need to relocate or replace the Terminal. We do need to make sure that the expenditures are related to a fully funded program.

Thirdly we note, and recommend that any additional upgrades of the existing Transbay Terminal beyond the 13 million for seismic work that has already been approved, be the subject of separate review by the Bay Area Toll Authority in its review of the CalTrans Budget. These are expenditures for the current facility, in the context of that decision making process.

And finally, we recommend that the Commission continue a process for continued discussion on the long term options for

Dave Mason ➨ Different from these designs..? Or just a stronger version of these designs.?

Brian Maroney ➨ It's not just a matter of strength, it's a matter of stiffness. Structures this large, it's not just a matter of if its strong enough to hold it. It's also has to be capable of not deflecting. There are deflection criteria also. It's a significant change.

Dave Mason ➨ Well, I'm not and engineer so In can't ask these questions in an educated manner. But, secondly, as far as planning for space for possible rail service, regardless of the type. Is the bridge being designed such that we would be in a future position of trading a lane of traffic for the rail, like we already are on the west span, or would we be able to leave the traffic and simply add rail..?

DENIS MULLIGAN (CalTrans) ➨ The bridge is being designed with two side-by-side roadways. One for each direction of traffic. It's contemplated that each will have five 12 foot lanes of traffic as it exists today. Actually today, they're less than 12 foot wide. But each of those decks will have a 10 foot left shoulder and a ten foot right shoulder. That is what's being contemplated today. Future decision makers could make future decision as it pertains to those shoulders, and those lanes.

Dave Mason ➨: Rail could be fit in one of the shoulders. ~*Interrupt*~

Chairperson Mary King ➨ If In can interrupt you. This is an opportunity for you to comment publicly. I'm sure the staff would be happy to entertain your questions, after the meeting.

Dave Mason ➨ I see. May I just conclude very quickly...?

Chairperson Mary King ➨ Please do.

Dave Mason ➨ We feel that it's easy to envision a future need for inter-city passenger rail over this structure. We would urge te Task Force, if possible at this point, to include that capacity in the design.. To plan for the actual routing, such that structures and ramps might not be in the way, in the future, and last but not least, to maintain a Transbay Terminal in San Francisco, which has the rail capacity.

Steve Heminger ➨ Sir, cam you leave Mr. Shelly's letter as well.

Chairperson Mary King ➨ Joan Ross

Joan Ross ➨ Mary, ladies ad gentleman. My name is Joan Ross. I live in San Francisco, I am a designer, retired. ASID. My design career has covered quite a few things, starting with World War two designing pigs and <dies> for fighter planes. I have done low cost housing, I've done fashion. I've done interiors, which was my last so, when In heard, a year ago, that there was going to be a new bridge, I couldn't help designing it. In put it in my mind, and started talking about it to friends ad colleagues, and finally they said to me why don't you do something about it. So, I've written letters, and you know what happens to most letters you write, and so I'm here today merely to say that I'm supporting the suspension type of bridge. In want to read a few quotes that were in articles in the Chronicle, during this past year, and I'm most encouraged and impressed by reading these.

Charles <Blozies> - "informed public opinion should continue to influence the bridge design

Edward Wilson .... we must do no harm to the bay
Jeffrey Heller.... We don't want a bridge that is tour to force in itself, we don't want a bridge that says look at me
Peter Taylor... aesthetically, In think that the suspension bridge is ore attractive. The architecture on the cable stayed bridges is trying too hard.

F. Hirsch... In am terrified that a prima dona might occur here. In don't think the new eastern section should say look at me. The western part of the bay bridge is one of the great bridge designs of the world,. What we put on the other side of the island should not ignore the present bridge or upstage it. It should be a good neighbor, not the new kid on the block.

I agree perfectly, which brings me to the Monday, Chronicle which is taking a poll on the four designs that were presented in the paper. For unique styles with blue sky and clods and wonderful flat landscaped in the back. A perfect Florida landscape. Until today, we haven't seen anything filling the relations between the models or the graphic designs in their relation to the rest of the bay, or the other bridges in the bay.

What would In like..? I would like to see a suspension bridge, with one Tower, as Mr. <Linn> has said we could have, blending to the causeway, which would be a very gracious entrance to Oakland. <time device> *~Interrupt~*

Steve Heminger ➨ Time.

Joan Ross ➨ Oh dear.... I'm concerned that there is a fear that suspension bridges are old fashioned. I've heard this comment I'd like to say that right now in the world there are seven major suspension bridges, either just completed, or being completed this year. Three in Japan, one is Sweden, one in Denmark, two in China, one of which is in Hong Kong. I think that the cable stayed bridge is beautiful, but I really think it belongs in Florida. Thank you.

Chairperson Mary King ➨ Brian Foster

Brian Foster ➨ Hello, In live in San Francisco, and I'm really concerned about people dying on the street, you know, all the public housing getting demolished, six square blocks all simultaneously. I don't think we really should be facilitating people driving even If the old bridge is so strong, it was built for rail and the Terminal fits the Bridge. In think we should try to think about retrofitting it.

I believe we've gotten somewhat carried away. The original in dollars basis was for a causeway.. Senator Kopp only allowed 80 million dollars for the entire suspension of the cable stayed design, which is not even close to what it probably would cost. As an alternative I would propose that we build a bus station on the Oakland Army Base that allows par and ride, and we drive <?> or buses of any kind, you know electric bus, whatever., back and forth across the Bridge.

You can't have a train on the Bridge. because you can't share the roadway with a train, even a light rail, you can't, it's impossible.. But in some period of time, ten yearsa from now, people take the bus more or car pool, maybe it's possible, at some point, you could restopre the lower deck of the existing Bridge. You know, twenty years from now, I don't know. It's age is not a factor. It's been beautifully maintained, it's as strong as the day it was built, and nothing failed in this massive two tower canelever structure of the main span. A design inconsistency, inconsistencey so to speak, caused a

piece of the roadway to fall, and it fell at a particular tower point that was desinged to take up the load at that point.. It's an apporachway problem. It's a complicated subject, but IO believe the retrofit, the possibilites, havce alareazdy been discussed, in technical circles

Now, everybody is duscussing aesthetics, and I rather loke the old one myself, but that my suggestion. Aditionally, shoiuld electric cars actually work, which is kind of an interesting quaestioin, a park and ride. A park & ride would be an elaborate combination of personal transit, and the poublic. You know you could run the buses between varioius parking garages that you build sort of halfway to work. I'm not sayiug electric cars actuaually do work, I'm not quit4e sure, but they seem to, I've riden in them. I'm workingon that question right now. Thank you...

Chairperson Mary King ➨ Dr. Robert Piper

Dr. Robert Piper ➨ Madam Chair. A few weeks ago you proposed renaming the Bridge after Lionel Wilson and Joseph Alliotto. I come here to speak in opposition to that suggestion. The Bridge proposed by Staff and Caltrans is unworthy of their memories. <audience laughing>

They were leaders of vision. The Bay Bridge Plan is devoid of vision. As background we know that another million people will soon settle along the In-80 Corridor and in the East Bay. Second, you know that thousands of new jobs are being created in San Francisco in the near future. Third, we know that BART is already close to capacity during the peaks,, and that this capacity cannot be significantly increased. What Staff and offer is basically an automobile bridge. The design effectively precludes retrofit with rail.

As they have explained earlier, they pretend otherwise. They pretend that traffic lanes or shoulders could ultimately be replaced by light rail. Well, this argument is a sham... light rail is not the same as passenger trains, the kind that travel the in-80 corridor. MTC and Caltrans ought to be fighting for more money necessary to make te bridge capable of carrying trains. Second, there is no place to connect with (light)rail in the East Bay. Third, Staff and still propose to destroy, and or move, the existing Terminal on the San Francisco side, and certainly to destroy the access ramp that would be necessary for trains.

If you want to give this bridge a name how about calling it the American Petroleum Institute Bridge . It's exactly the kind of bridge that oil companies and General Motors would endorse. For all In know they designed it. They are not solely the memories of Lionel Wilson and Joseph Alliotto with a project that will predictably be condemned by future generations of Bay Area residents.

Mayor Ken Bukowski ➨ I'm not sure I can say all that In want to say in three minutes.

Chairperson Mary King ➨ Try.

Mayor Ken Bukowski ➨ About the Transbay Terminal, One of the things that is the most important about it, is that when it was built it had 4 rows where it could load and unload four trains simultaneously. The reason that BART is constrained is because it has only one platform for trains coming from the east bay. So no matter what you do the trains will back up because you don't have that capacity. Since the Transbay Terminal turned into a bus facility you could load 30 or 40 buses at one time. Once you diminish the size of it you are restricting the transportation access in and out of San

Francisco. The amount of development you can accommodate there is going to be based on the access, and In think its very important that-that access be maintained. We are doing everything that shows signs of growth, and yet we consider reducing the size of the Terminal. The DKS Study says that AC can have about the same number of buses, that's not sufficient for what we need. We need that capacity.

Now, as far as rail over the bridge is concerned, why shouldn't that option be kept .. ? In mean the gentleman over there said that nothing is free, well, the whole bridge isn't free, there isn't anything free. I don't even know why that comment would be relevant. Certainly rail should be considered became as we grow we going to need it. In guess that's all In have to say for now.

Richard Mylanarik ➨ I'm not an elected east bay official, but still opposed to the shenanigans in San Francisco about the Transbay Terminal . I'm not really sure what I can add to Bob Piper,. I can say that it's dissappointing with the Task Force recommendations. It shows an 80 million dollars expenditure on the Transbay Terminal.

About 300 people show up at public meetings in the middle of the day, a work day. We're going to keep or pressure on this. This is not an acceptable situation. You should be funding bike paths, you should be funding, I don't know, helicopter landing pads in front of that. So, I really wish you'd take some note of public input and act to reverse this decision. The Metropolitan Transportation Commission is a metropolitan regional body, it's a transportation body, and it shouldn't be party to basically an obscene land grab, of State lands in San Francisco to benefit a few penny ante developers.

The second this is, you know you have all this talk about appearance of the bridge, but the fact that remains is that we're going to be a less capacious east span if the current staff recommendations for rail go ahead. I remember the Bay Bridge Task Force recommending rail on the bridge, Somehow this got turned by your staff into, perhaps allowing light rail at some time in the future. The current east span allows heavy rail, the current West span allows heavy rail. There's a train station, the Transbay Terminal, in San Francisco that allows heavy rail. If you build a bridge that is going to stand for a hundred years, of which isn't up to the design standards of the rest of the Bridge, you've limited the options for the entire corridor for decades and decades to come.

If there is anything that the last ten years should have taught this region, it's that retrofitting is incredably expensive. You ave to design things wen you build them, so I strongly urge you to do more than accommodate light rail, which you may have noticed is coincidentally the same as heavy truck requirements, so I'm not really sure that CalTrans is really doing very much at all there. At least allow the provision for high speed rail which has typically a lower static load than the current Amtrak equipment because this will be needed. People aren't gong to want to travel from San Francisco to Sacramento by taking BART to Richmond and changing. I guess the last thing is on rail.

The Task Force should insure that the grade options being considered for the east span, are compatible with rail. That we don't have 6% grades leveling off. Thank you.

Chairperson Mary King : Thank you. Joyce<<<<INTERRUPT.....

Brian Maroney: Madam Chair, if I may..... light rail vehicles are not the equivalent load of a truck. So, that should be

made clear. Lane loading bridge design code is not equivalent to light rail, so there is a difference. And... the existing bridge.. It never carried heavy rail. As defined, it is essentially freight capable. So, there is a very big difference between the rail system, of rail service that was originally available on the Bridge, and that which would be required of a heavy rail system. A very different system.

Chairperson Mary King:: Thank you for clarifying the facts for us. Joyce Roy.

Joyce Roy: I'm speaking today on behalf of The People on the Bus, and also from my prospective as a professional architect. When I'm speaking of the Transbay Terminal today I'm really referring to both the building, and the ramps, because they are an integral part of a whole streamlined accommodation for a seamless movement of people and vehicles that this facility is designed for. .The site at this location would be a perfect location for an intermodal station connecting both rail and bus systems.. A new 21st century grand gateway Union Station in the heart of the region. Bt this does not seem to be an option in the near future since San Francisco seems content with a system of cobbled together connections. Therefore, there is really no transportation reason to use transportation funds to demolish it and replace it with a less efficient structure, at a less convenient location with decreased capacity.

The Terminal was built in an era which considered an efficient public transportation system the trade. They hired the best architects to design a station that expressed civic pride in public transportation, and they designed and constructed them to last, not just one or two generations, sort of throw away architecture, but they served the needs of the strident future. They had real hope and faith in the future. It even withstood the 89 earthquake. I've attached to this letter to you a copy of an article which was published in the September-October issue of the San Francisco Heritage Newsletter.

CalTrans survey determined that it is eligible for the national register, and although I would not necessarily characterize myself as a preservationist, but if you have something that functions as well as the Transbay Terminal and you can't build something at a more convenient location that will function better, then it makes sense to keep it and upgrade it. Even the amount of land fill alone, that its demolition would create should make one hesitate and opt for recycling. At a fraction of the cost of building a new Terminal, it could be upgraded to meet current code requirements. A original patina of the exterior and the light of the interior space could be restored.

In the short term even a few million dollars worth of paint and good lighting could enormously improve both the interior public spaces and transform the black holes over Fremont and First Street into an inviting, gateway arcade.

In fact, with the economy now heating up with proposals of the blighted area to the south of the Terminal there could be a reason for people to walk to the south of the Terminal. Such an arcade could even attract retail uses.

Steve Heminger : <time keeping device> Time...

Chairperson Mary King: Thank you.

Joyce Ray: I just want to finish this up please..?

Chairperson Mary King: You will conclude.

Joyce Roy: Instead of quoting from a 1992 Study we urge you to take a close look at this Terminal and current in

increasing numbers of riders for decades to come.

Given that assurance, San Francisco has decided to move forward once again with this Project and will reinitiate the planning and environmental efforts to build a new Terminal at the selected site of Howard/Main and Beale Streets. We will continue to work closely with all responsible agencies and parties to bring this important project to fruition.

Solid land use and transportation planning considerations led San Francisco, working more than a year through an inter-agency effort, to site the new Terminal at the selected location.

One of the most important of these considerations is the ability to minimize the impact of building of a new Terminal on AC Transit's daily operations. <audience laughing>

Construction of a new Terminal at the Howard Street site, coupled with CalTrans plans to modify the existing Terminal for interim operations will mean that AC Transit's operations will continue to provide quality service, to and from San Francisco, with little or no operational difficulties.

When the new Terminal is completed and is linked to the new Terminal Separator Replacement and Bay Bridge, via exclusive bus lanes, AC Transit will be able to relocate it operations from the dreary environment of the existing Terminal to a bright and hospitable new Terminal.

As you know the Transbay Transit Terminal replacement is on the list of Bay Bridge Project Elements to be funded with surplus toll revenues. San Francisco needs the assistance and support of your task force to assure that a substantial commitment of funds for a new Terminal are provided..

The city, working closely with AC Transit, MTC and CalTrans, and other regional transit providers, will now continue to move forward to develop a financing plan, appropriate environmental documentation, and an operating proposal for the new Terminal.

With your help I am confident that we can replace the Transbay Transit Terminal with a new facility which the region will point to with pride. Those who ride transit across the bay, and to and from other regional locations, certainly deserve a better Terminal.

I am prepared to work with you, and other East Bay Leaders to make a new Terminal a reality. Thank you for your regional leadership on the critical Bay Bridge needs and for your consideration of San Francisco's views regarding the Transit Terminal element.

Signed,

Mayor Willie Brown

<end of letter>

Barbara Kerr: Thank you for having this meeting today. I'm Barbara Kerr and I'm a Member of the City Council of the City of Alameda. I will briefly address the design because of my experience sailing in and out of Tampa Bay in Florida. I think the cable stayed bridge, unfortunately, in reality, is a very ugly design, and I think we should go with the suspension bridge.

I came chiefly to address the possible elimination of the Transbay Terminal. I'm strongly opposed to the collection of bridge tolls to destroy the Transbay Terminal, and to build another one. The commuters of the City of Alameda depend heavily on the Transbay Service of AC Transit System. We do not have BART, even though we pay for it. The dredging for the deepening of the Port of Oakland's Project will seriously interrupt the Oakland/Alameda Ferry service. As you know once you throw the schedules off you tend to <change tape>

for the people of Oakland and the people of Alameda. A convenient and efficient Transbay service by AC Transit is a must for our cities. The continues existence of the above grade ramps to the Transbay Terminal are essential for or commuters. The existing Terminal serves s well, do not spend money on destroying it. Thank you.

Chairperson Mary King: Victoria Eisen

Victoria Eisen: I'm Victoria Eisen representing the Bay Bridge Bicycle-Pedestrian Advisory Committee, and I just wanted to let you know that we're working towards coming up with a recommendation for the engineering and design advisory panel, and your committee, and like you we're waiting for the cost figures to finalize that recommendation. I also wanted to give you an update on AB2038, which is the bill that would allow MTC to add the West Span pathway to the possible projects that could be funded with the toll extension. It's through the Assembly, and its on its way to the Senate Floor having passed the (Senate) Transportation Committee. Thank you.

Chairperson Mary King: Thank you Victoria. Cathleen Kelly.

Cathleen Kelly: Good afternoon I'm Cathleen Kelly, assistant general manager at AC Transit. I wold like to submit to you a letter signed by Matt Williams, who is the chair of our Board, to make sure you have a copy of that, and I'd like to thank the MTC Staff for working with us, and other agencies and for writing the report that Ann Flemmer, in particular, spent a lot of time writing and I appreciate that effort.

I will address my comments, really to two sections, as her report did. The first one has to do with the Terminal relocation project. I won't belabor that point. Our Board is on record as favoring the current location for the Terminal and not sending additional tax dollars to try and improve something that is working very well right now.

Wit regard to the second portion of the memo the seismic improvements to the existing Terminal, and ramps. I would like to make a couple of points. The Task Force group that Ann Flemmer referred to has been meeting regularly and has been making significant progress, I believe.

There are a couple of items that are not really included in the work scope of that task force. One of the ones that she refers to is the CalTrans decision to remove the Eastern Terminal Access Ramp. We still have not seen any analysis that leads us to conclude that in fact that is the best option for the region. We do question that, and that is not part of the task force work that we ve been working on.

Secondly, we have concerns because there is not yet a Traffic Management Plan, a TMP that's been completed by CalTrans for the retrofit of the West Span of the Bay Bridge. We are concerned that, in fact, mitigation efforts will require additional passengers on buses to come into San Francisco, and that may have an effect on the rest of the work that is proceeding.

With regard to the analysis that has been done so far, and a draft report completed by DKS, as An alluded to in her report, it suggests that there are several conditions that must be met if in fact Ac Transit can continue to operate, as proposed. We would like to reiterate that, in fact, the analysis concludes that all of those conditions must be met, and

if any one of them are not met the Plan, quite simply, will fail.

We are still working to see, if in fact, all of those conditions can be met. We believe that even if all of them can be though, it will be a very fragile operation., and we can't guarantee that we'll continue to achieve the current level of reliability that we current enjoy with the existing configuration.

Finally, I will note that-that is only looking at the short term impact, we have not looked at any long term impacts.

In conclusion, I just would like to say, as stated in our letter, that we at AC Transit, remained concerned about the viability of our expanding Transbay bus operations if the eastern ramp is removed. Once that ramp is removed the impact on these operations cold be severe. AC Transit requests that all options for addressing the seismic upgrade of both the eastern and western ramps be fully explored before a decision is made.

It's our desire to continue to work in a cooperative manner with CalTrans, MTC and the City & County of San Francisco to find a solution to these issues.

Chairperson Mary King: thank you very much. Are there any questions or comments from the Staff.

Mark DeSaulnier : Yes, I have a couple of process questions. Ann, on the Transbay Terminal . You're presenting this as a head up.. That we will actually take action this next month.

Ann Flemmer: That's right.

Mark DeSaulnier: Why is it being presented in this form..? Could you have given it to us to take action today on.?

Ann Flemmer: No, I think what's important is that the decision on any funding on any replacement or relocation needs to be in the context of the other funding decisions, wit design and pedestrian bicycle access. What we wanted to do is not to bring too much to you at one time. Without a sufficient background on this piece of the decision. That's the purpose for bringing it to you today.

Mark DeSaulnier: Some of us can be slow at times, myself in particular, and in all due respect I hope we can with John and Tom, but pretty clearly my constituents have said that they're not interested in paying for this. As I mentioned, if we need to demonstrate, I think to us, in the East Bay, that there is some kind of nexus in terms of improved access for the people who are gong to pay for the tolls by putting an investment in the Transbay Terminal. I do find it hard to believe that we are gong to reach a consensus on this, but we'll wait a month ad see.

01aiperson **Mary King:** And the ultimate recommendation would go from us to MTC would make the final determination.

Angelo Saracusa: I think this is an extension of Mark's question. Initially when we decided what issues we would take up, as we were looking at the eastern span, I raised te question about why the Transbay Terminal, and the rational was it's a throughput issue that in fact the relocation will mean that without adding capacity we can add capacity, by lubricating more public transit use. I've not seen the numbers, and I don't want my question to be construed to bias one or the other, but it seems to me as thought the final justification therefore has to be that more people will be able to cross the Bridge if we relocate the Terminal. Will we have those numbers..?

Ann Flemmer: I think what we will have basically is he design options that have been deliberated within San Francisco,

and the amount of service that could be accommodated. As I mentioned there is a two story and three story version of the particular facility that was proposed. The anticipation of increased service levels comes from a couple of different of different sources. One is the expectation of growth from te I-80 Corridor and we have the Corridor Study that is reflected in terms of service increases n the San Francisco Terminal design.

There is also the activity within AC Transit of increases and changes in their service levels which have concluded, at least for the time being in their comprehensive Service Plan, which was adopted last month. Those after the types of service levels in addition to forecasts of what increased service might be required into a Terminal and those were factored into te San Francisco Terminal design.

Angelo Saracusa : I think you have to drop the other foot, and after having made those assumptions, you have to tell us which of those two terminals will accommodate those additional service levels. I haven't heard that, and I think that-that's why were here, on this particular issue. It has less to do with San Francisco development or AC Transit. It has to do wit the way to increase the throughput on the eastern span, and I don't think we've answered that. And we need to.

Bill Hein ➨ Any of the Terminal proposals will need to address the throughput question. The reason it was before you is because it was put into the legislation tat it be before you so that is one of the three things you were tp address, and if you go back to Ann's previous report, the State Architect started this whole thing long before San Francisco decided that they wanted to relocated the Terminal by recommencing that the existing Terminal be torn down, and rebuilt, as opposed to investing a considerable amount of money and resources to seismically retrofit it and address the codes, and to bring it into a modern state for buses.

So, the debate as been engaged since that time, whether its better to rebuild it, and relocate it, and as Ann has pointed out there is no consensus on that point at this point in time.

Angelo Saracusa ➨ Well, I'm still..... I'm trying to make this very simple. I'm trying to make it a numbers game, and that is, what's the way to accommodate more people coming across the Bridge without adding new lanes..? And that was why we took up the Transbay Terminal. As a matter of fact we recommended the legislation because of that reason. so I think that's what it really comes down to. ***~Interrupt~***

Bill Heinz ➨ All Terminal designs need to accommodate increased growth that we projected for Transbay.

Chairperson Mary King ➨ Well, a question has been asked and if you could figure out a we to get some kind of research on this, I think it wold be helpful because it does seem as though the reason there is no consensus, has less to do with throughput across the Bridge, than with ancillary issues.

Bill Heinz ➨ Right.

Chairperson Mary King ➨ You know, whether people are talking about them or not, they are ancillary issues, so we would really like to have some of these questions answered to the best of your ability. because we find ourselves having to make a decision.

Mark DeSaulnier ➨ Just one last comment Mary. I think its return on investment for people in the east bay. It's not just a question of should it be rebuilt. It's how it should be paid for to be rebuilt, and for the people in the east bay... I hate to say what's in it for us, type thing, but that's exactly what it is. It's return on the investment of the surcharge.

Steve Heminger ➨ Well, and on that point Commissioner, you may recall, I think when we met over in the BART Bard Room. In think you raised he issue then. The existing Terminal does operate at a loss, and that loss is defrayed by Bridge Tolls, which is now administered by the Toll Authority, which is you. So, one question is could *anew Terminal not operate at a loss ~Interrupt~*

Mark DeSaulnier ➨ Steve.. It's us, ad In include Staff in that too.. So, don't start pointing fingers. <Staff and Commissioners laughing>

Steve Heminger ➨ Fair enough.

Chairperson Mary King ➨ That information you need to have for us also, so that will be helpful. Anything else..

On a final note let me remind everyone that our engineering design advisory panel will meet on Monday, May 18th at 9:00am in this room to continue their work on the Bridge design. Our Task Force will meet in this rom on June 10th at 1:00pm, and today's meeting is adjourned.

< end >

Declaration

I Ken Bukowski, am a citizen of the United States, and a resident of the City of Emeryville. I hereby certify that the foregoing 20 pages of this Report (File No. 0513298.MTC) was transcribed by me, and is, to the best of my knowledge, an accurate written reproduction of the words that were spoken at the open public meeting described herein. This information was recorded on audio cassette tape, by me, at the date & time, of the meeting, shown on the first page of the Report.

This is an Independent Report, prepared at the sole discretion of the undersigned. It is not an official report of Metropolitan Transportation Commission However, an official copy of the audio tape of this meeting should be available, upon request, from the Office of Public Affairs at the Metropolitan Transportation Commission, at 101 Eighth Street, Oakland, California. For more information call (510) 464-7700.

Attest:

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